BECKET

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11 July 1966

EXMORANDUM FOR : Director of Materiel, OBA

SUBJECT : TACAN Installation in Aircraft 124

Reference : (A) D/M Nemo OEC-10649-66 dated 23 June 66.

25X1A

(B)

(C) BCP 22-22

(D) ECP 22-22-1

(E) BCF 22-75

1. Reference (A) requested that an agenda item for the next scheduled Configuration Control Board meeting consider the installation of TACAN in the A-12 trainer, aircraft 124, in accordance with the request of reference (B). Reference (C) which included the installation of TACAN in aircraft 124 was approved by Headquarters. Subsequently reference (D) was submitted and approved providing for the transfer of aircraft 124 to reference (E) for later installation. However, the overall approval given to reference (C) was not affected.

2. It is recommended that, contingent upon the availability of a TACAN system, authority for installation in aircraft 124 be granted as requested in reference (B).

SIGNED

JOHN PARANGOSKY D/THCH/GSA

25X1A

D/TECE/OSA/NEWS gp (11 July 66)

Cy 1 - MD/OSA 2 - D/OSA

3 - B/FA/GBA 4 - OZC/OBA

S - PS/OSA 6 - CD/OSA

7 - 86D/08A 8 - chrono

9 - MB/08A

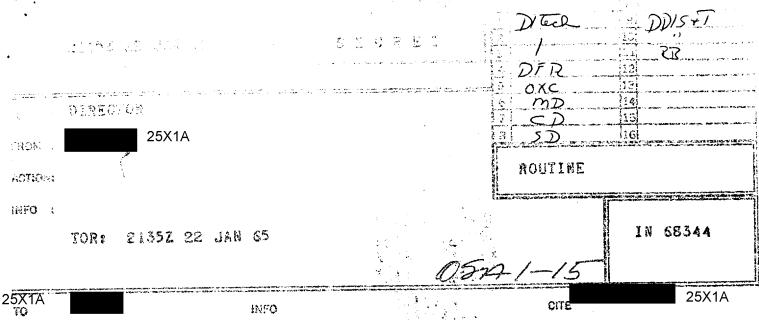
OXCARY

Approved For Release 2001/06/09: CIA-RD 79R000100110001-2

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LOC	KHEED-CALIFORNIA COMPA	TAT.			L.	_	LAC	22-31-1	
		C	HANGE P	ROPOS	AL X] [4.00 May 10 004		
DATE	14 January 1966	A	FFECTS:		WSPO		PRO	DJECT X	
NAME	OF MAJOR COMPONENT	PART OR	LOWEST	SUBAS	SEMBLY		PART NO. &	MODEL O	R TYPE
	SR-3							, , , , , , , , , , , , , , , , , , ,	
TITLE	OF PROPOSAL: INSTALI	IMPROVE	O GYRO R	EFERE	ince head	DING :	System		
insta	RE OF PROPOSAL: This ECI all the SR-3 Reference replace the MA-1 and N be accomplished on Con	System in 10-1 Refe	n all A- rence Sy	12 sh	rips exc	ept S	/N 124. T	ie SR-3 S	ystem
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carr Reas fer	of the SR-3 system sho ying out a mission if on for Revision: To a of ship 124 to ECP 22- ECP was approved by H	the INS f ubmit Pro 74.	eils du posed T	ring arget	the flig Price.	ht. This	price ref	lects the	
ES	ESTIMATED COST AND TIM		:						
	ADDITIONAL FUNDING REC	MIKED :							
СР	ESTIMATED COST FOR KITS ADDITIONAL FUNDING REC		:	(s	e e Pa ge	2.)			
ITEMS	AFFECTED BY PROPOSAL :						,		
SAFEI		RATING INT		HT OR	TOOLS &	MAINT		FLIGHT MANUAL	MAINTE- NANCE
	EFFEC- ANCE PRO	CEDURE CHAI		ANCE	SUPPORT	PROCED		5	MANUAL
] [_					
EST.	MAN/HRS. REQ'D. TO ACCO	MPLISH CH	ANGE IN	FIELD					
	RCE OF PARTS FOR KIT ADE			AVA	ILABILITY		WEEKS AI	_	a
6.55	OCITION OF COADES AFFECTS	'n		1	<u> </u>			- - 0	1-22
	osition of spares affecte L AND MD-1 components v		EENT TO	THE D	EPOT.	ILLEGIB	Ó	www	1
INITI	ATED BY :			APP	ROVED:				
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POCK	uhid-Cvivileob	WIA COMP	MITY		GE PROPOS	بغيب	1 1	AC	22-45-1	
						E.	<u> </u>			
DATE	14 JANUARY	1 966		AFFEC	rs:	WSPO		PRO	ECT X	
NAME	OF MAJOR C	OMPONEN'	r PARI	OR LOW	EST SUBAS	SEMBLY	t	RT NO. & 4-X-1	MODEL OF	TYPE
TITLE	OF PROPOSAL	REPLACE	APX-45	IFF IT	H WILCOX	914X-1 A	AND ABSO	CIATED C	ONTROL U	TIF
requi 125-1 Airc	RE OF PROPOSITED to the proposed to represent the proposed to	lace the d 132. A	APX-46 l Lso incl	IFF with Luded is	the Wild	cox 914X- ociated (-1 IFF, control	in A-12. units fo	Articles r all A-	122, 12,
ECP 2	22 - 68 will :	p rovi de % 1.	lilcox II	FF for a	ircraft	134 and)	135 and	ECP 22-7	o for se	rials
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		•								
APX- trol code FAA gine Reas out equi This	ESTIMATED (smaller, reported to during ode is go to the parties. To (5) aircontraction of the cost and funding	lighter all the preflig enerated pilots a p submit craft, (y Headqu TIME INVO	and tec necessa ht check by actu nd they Propose Ref. ECE arters A	chnically cry opera- cout and acting a have exp ed Target 222-68 a dessage 2	superio ting fun an emerg switch. ressed t Price. nd 22-76	r to the ctions is ency bar We have heir sat This property, notes	e APX-46. In a sing r is prove demonst tisfaction rice refl d above a	The notice that the unit. The unit. The unit. The unit of the unit.	w con- All that r En- break-
CP	ADDITIONAL	FUNDING	REQUIRED	;	(:-	ee rage				
ITEMS	AFFECTED BY	PROPOSA	L:							
ITEMS		PROPOSA PERFORM: ANCE	OPERATING PROCEDURE	INTER- CHANGE- ABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINTE- NANCE PROCEDURE	SERVICE LIFE	FLIGHT	MAINTE- NANCE MANUAL
	TY MISSION	PERFORM.	OPERATING	CHANGE.	WEIGHT &	SUPPORT	NANCE			NANCE
SAFET	MAN/HRS. RE	PERFORM- ANCE	OPERATING PROCEDURE	CHANGE ABILITY 1 CHANGE	WEIGHT A BALANCE	SUPPORT EQUIPMENT	PROCEDURE		MANUAL	MANUAL
EST. I	MAN/HRS. RECE OF PARTS	PERFORMANCE Q'D. TO AC FOR KIT Bulletins	OPERATING PROCEDURE COMPLISH ADP will	CHANGE CHANGE furnis	WEIGHT & BALANCE IN FIELD AVA	SUPPORT	PROCEDURE		MANUAL	MANUAL
EST. / SOUR undo 778	MAN/HRS. RECE OF PARTS er Service 1,829 and 84	PERFORM. ANCE Q'D. TO AC FOR KIT Bulletins APPARES AFFE	OPERATING PROCEDURE CCOMPLISH APP will 734, 75	H CHANGE L furnis	E IN FIELD	SUPPORT EQUIPMENT	PROCEDURE		TER APPRO	NANCE MANUAL DVAL
EST. / SOUR undo 778. DISPO	MAN/HRS. RECE OF PARTS er Service 1,829 and 84	PERFORM. ANCE Q'D. TO AC FOR KIT Bulletins APPARES AFFE	OPERATING PROCEDURE CCOMPLISH APP will 734, 75	H CHANGE L furnis	E IN FIELD AVA epot for	SUPPORT EQUIPMENT	PROCEDURE	WEEKS AF	TER APPRO	NANCE

Approved For Release 2001. LOCKHEED-CALIFORNIA COMPANY	·	RDP69B0 ERING STU E PROPOS			001-2 , A. C	22 - 35 -1	
DATE 14 JANUARY 1966	AFFECT		WSPO		PROJ		
NAME OF MAJOR COMPONENT PA	ART OR LOWE	ST SUBAS	SEMBLY	PA	RT NO. &	MODEL OF	TYPE
TITLE OF PROPOSAL: ALL ATTITUE							
NATURE OF PROPOSAL: This ECP confuel tanks. (2) design and too the new probes. (3) fabrication stall the new probes. The new 132, 134 and 135.	on, assembl probes wil	manges in and print the second print the	ocurement ocurement	t of a	ll parts	necessar	y to in-
Reason for Revision: To submit						· /-	
This ECP was approved by Headqu	uarters Mes	ss ag e 231	11, dated	1 10 Fe	bruary 19	や り。	
as reliable as possible. This is accurate for the design cruceived complaints from the pill cruise conditions, especially the nose is down and the aircrean be completely uncovered, rand pounds may remain. To corinstalled in each tank. The range of 15 degrees nose up to overall capacitance as the pretive compensator and cabling restimated compensator and cabling restimated costs.	during let aft is dec esulting i rect these esultant for 15 degree sent probe eed not be	down. Deleration of a zero conditional quants nose described to the changed	uring leg. Under quantity ons it i tity sysown. The present	tdown t r these y readi s propo tem wil	the fuel of condition while osed that libe according will	quantity ons the p several two prob urate ove have the	is low, probes thous- es be er a same
ES ADDITIONAL FUNDING REQUIR		n/	A				
CP ESTIMATED COST FOR KITS OR ADDITIONAL FUNDING REQUIR		(:	ee Page	2.)		· · · · · · · · · · · · · · · · · · ·	
SAFETY MISSION PERFORM OPERATIF	NG INTER-	WEIGHT OR WEIGHT &	TOOLS &	MAINTE- NANCE	SERVICE LIFE	FLIGHT MANUAL	MAINTE- NANCE MANUAL
11VENESS	ABILITY	BALANCE	EQUIPMENT	PROCEDUR			
EST. MAN/HRS. REQ'D. TO ACCOMPL	ISH CHANGE	IN FIELD					
SOURCE OF PARTS FOR KIT ADP W			ILABILITY _		WEEKS AF	TER APPRO	DVAL
under Service Bulletins 826, DISPOSITION OF SPARES AFFECTED		1	noved fr	om Arti	cles will	L be sent	to
the Depot. INITIATED BY:	/00/00 · CIA	APP	ROVED:	PROJEC		21	



ATTENTION: JOHN PARANGOSKY FROM C. L. JOHNSON SUBJECT: ALL ATTITUDE FUEL QUANTITY SYSTEM

- I. THE FUEL QUANTITY SYSTEM ON THE OXCART AND KEDLOCK AIRPLANES HAS BEEN DESIGNED TO BE AS LIGHT, SIMPLE AND HELIABLE AS POSSIBLE. AT THE TIME THIS DESIGN WAS MADE THE PROBES, COAX PLUGS AND THE COAX CABLES WERE NEW HIGH TEMPERATURE DEVELOPMENTS. THUS THE NUMBER OF PROBES AND PLUGS WAS PURPOSELY KEPT TO A MINIMUM.
- 2. THE PRESENT FUEL QUANTITY SYSTEM ON THE OXCART AIRPLANE HAS ONE PROBE PER TANK WHICH IS COMPLETELY ACCURATE ONLY AT 7-1/2 DEGREE ROSE UP. ACCURACY OF THIS SYSTEM VARIES PROPORTIONATELY AS ATTEMBE VARIES FROM THE 7-1/2 DEGREE CETIMUM.
- THE INACCURACY OF THIS SYSTEM AT OTHER ATTITUDES,
 PARTICULARLY DURING LET DOWNS AND DECELERATIONS.
- A. IT IS RECOMMENDED THAT WE INSTALL TWO
 PROBES IN ALL TANKS. HEAD VOLUME DATA AND PROBE LOCATIONS

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25X1A

(IN 68344)

SECRET

PAGE TWO

HAVE BEEN GIVEN TO M-H ON ALL TANKS ALTHOUGH THEY HAVE
NOT BEEN GIVEN A GO-AHEAD FOR PROBES ON ANY TANK EXCEPT 4.

- 5. THE TWO PROBE PER TANK, ALL ATTITUDE SYSTEM INSTALLED

 25X1A
 IN THE AIRPLANE HAS PROVEN STABLE IN PITCH, ROLL

 AND YAW MANEUVERS IN FLIGHT TESTS TO DATE.
 - 6. WE WOULD LIKE TO GO AHEAD ON ECP 22-35 PREVIOUSLY SUBMITTED TO YOU IN ORDER TO PROVIDE THIS ALL ATTITUDE SYSTEM FOR ALL AIRPLANES. WE WILL MAKE THE PROBES MATCH THE PRESENT FUEL TANK OR THE ADDITIONAL FUEL CONFIGURATION AS REQUIRED.

END OF MESSAGE

Approved For Release	Y E	: CIA-RD NGINEERII CHANGE P	NG STUI	DY [10001-2		22-30	ó-1	9
DATE 14 JANUARY 1966	,	AFFECTS:		WSPO	X		PROJ		X)	
NAME OF MAJOR COMPONENT	PART OR	LOWEST	SUBASS	EMBLY		PART N	Ю. &	MODE	LOR	TYPE
TITLE OF PROPOSAL :	LANE CONT	ROL SYST	TEM CHE	CKOUT C	ART					
NATURE OF PROPOSAL: Design checkout of the airplane of the A-12 A on the AF-12's. STATINTL	CONTRAL CV	'stem. 'i	ከኮድድ (n these	car	US WILL	י שע נ	cocor	Vucu	a. c
STATINTL										
hand carried to vide the program with new ty. Supplying a cart for each used for the operational control system. The additefficiency of pre-flight	checkout airplane checkout (tion of the	equipme locatio of all s his piec flight t	nt in n will ervos e of e	greatland hyd quipmen shooti	y red rauli t sho	iuce th ic actu ould gr	e amo	nunt o useo enha	of ti i in ance	me the the
This ECP was approved by Reason for Revision: To	Headquart submit Pr elopmenta	ers Mess oposed T I costs.	age 23 arget	41. dat Price.	ed, I	LO Febr s price	uery refl	1965 Lects	inc	reased
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CP ESTIMATED COST FOR KIT		s:	(De	ee Page	2.)					
ITEMS AFFECTED BY PROPOSAL	:									
	ROCEDURE CHA	ANGE- WE	GHT OR	TOOLS & SUPPORT EQUIPMENT	MAIN NAN PROCE	CE	RVICE LIFE	FLIC MAN		MAINTE- NANCE MANUAL
)	
EST. MAN/HRS. REQ'D. TO ACC	OMPLISH CH	ANGE IN	FIELD							
SOURCE OF PARTS FOR KIT			AVAI	LABILITY		WE	KS AF	TER A	.PPRO	VAL
NOT APPLICABLE										- A
DISPOSITION OF SPARES AFFEC	TED									7 7 1
NOT APPLICABLE					LEGIB			• ~~	بر .	X V
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LOCKI	HEED-CALIFORNIA COMPANY	ENG	INEERING S	TUDY]	LAC	22-58-1	,
DATE	14 JANUARY 1966	AFF	ECTS:	WSPO	$\overline{\mathbb{X}}$	PRO	JECT X	
NAME	OF MAJOR COMPONENT	PART OR LO	OWEST SUBA	SSEMBLY		PART NO. &	MODEL O	R TYPE
OIL	PRESSURE TRANSMITTER							
TITLE	OF PROPOSAL: ENGINE GI	L PRESSURE	TRANSMITT	PER DESIGN	i impi	ROVEMENT TE	STING	
Oil unit	RE OF PROPOSAL: This EC Pressure Transmitter th s will continue beyond ract WM-66 Category II.	rough Sept	ember 1965	. Furthe	er tes	sting of th	e protot	ype
mitted dated Reason of Pro	ON FOR PROPOSAL: To imper. Reference letter Kd 1 October 1965. on for Revision: To subase I prototype testine I of ECP 22-58 was ap	elly to Jo bmit Propo g and the	hn, dated sed Target deletion (27 Octobe Price. of Phase]	This	64 and ADP price refl roduction I	Message ects the ncorpore	4667 cost
	ESTIMATED COST AND TIME	INVOLVED :						
ES	ADDITIONAL FUNDING REQ	JIRED :	N	A				
СР	ESTIMATED COST FOR KITS ADDITIONAL FUNDING REQ	OR PARTS:	(3	See Page 2	2.)			
ITEMS	AFFECTED BY PROPOSAL:							
SAFET		ATING INTER- CHANGE ABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINT HANC PROCEDI	E LIF€	FLIGHT MANUAL	MAINTE- NANCE MANUAL
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SOUR	CE OF PARTS FOR KIT		AV	AILABILITY _		_ WEEKS AF	TER APPRO	OVAL
N/A							-	9
DISPO	OSITION OF SPARES AFFECTED)					کنر.	XV
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LOCK	HEED-CALIFORNIA COMPANY				_	LAC	22-76	
		CHANG	E PROPOSA	AL [x			
DATE		AFFECT	· S :	WSPC	о П	PD	DJECT X	7
	20 APRIL 1966							
	OF MAJOR COMPONENT	PART OR LOW	EST SUBASS	SEMBLY		PART NO. 8	MODEL C	OR TYPE
TITLE	OF PROPOSAL: REPLACE	APX-46 IFF WI	TH 914x-	1. IFF 1	en s/n	3 124, 12	9 and 1 3	1
APX-	PRE OF PROPOSAL: This EC. 46 IFF with the Wilcox arol unit was provided u	IFF in A-12 A	rticles :	ure of 124, 12	kits 1 29 and	required t 131. The	o replac associa	e the ted
	•							
			•					
			· 					
ECP	ON FOR PROPOSAL: This Educate 22-43-1 for later instal approved per Headquarte	llation. ECF	22-43 o	riginal	Lly inc	luded the		
A Pr	oposed Target Price is	also establis	hed for	this E	JP.			
						•		
i		-						
	Tecturates cost and time	100015						
ES	ESTIMATED COST AND TIME		n/a					
	ADDITIONAL FUNDING REQU	 	·					
СP	ESTIMATED COST FOR KITS	OR PARTS:	(Se	e Page	2.)	-		
	ADDITIONAL FUNDING REQU	HRED :				 		
ITEMS	AFFECTED BY PROPOSAL :							
SAFET	EFFEC ANCE PROCE	DURE CHANGE	WEIGHT &	TOOLS &	MAINTE	I LIFE	FLIGHT MANUAL	MAINTE- NANCE MANUAL
	· □ □) ABILITY	BALANCE E	QUIPMENT	PROCEDU			MAMUAL
EST. A	MAN/HRS. REQ'D. TO ACCOM	PLISH CHANGE	IN FIELD				 	Annual Control of the
SOUR	CE OF PARTS FOR KIT		AVAIL	ABILITY		WEEKS AF	TER APPRO	VAL
SERV	TCE BULLETIN TO BE WRIT	cen						
DISPC	DITION OF SPARES AFFECTED				<u> </u>	····	2 7 3	·
APX-	46 units will be return	ED TO THE DEF	OT FOR D	isposii	TION.	مسس	ct 2	
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~	LOCK	HEED-CALIFORNIA COMPANY	ENC	GINEERING	STUDY (x)	LAC	22 -7 5	
*	DATE	14 APRIL 1966	AFF	ECTS:	WSP	° 🗌	PRO	DJECT X]
	NAM	E OF MAJOR COMPONENT	PART OR LO	OWEST SUB	ASSEMBLY		PART NO. &	MODEL (OR TYPE
	TITLE	OF PROPOSAL: TACAN F	OR S/N 124						
	TACA	RE OF PROPOSAL: This ECP N in A-12 Article 124. In addition the Glide ensive modification of t	TACAN will Slope Mar	l replace ker Recei	the ARC	-15F Re allatio	ceiver and	i B-18A removed	Conver-
0	late Head	ON FOR PROPOSAL: This E r installation. ECP 22 quarters Message 798, d roposed Target Price is	-22 origin ated 20 Ju	ally incl ly 1964.	uded shi	p 124 a	24 from E(nd was ap)	P 22-22 proved p	-l for er
	ES	ESTIMATED COST AND TIME ADDITIONAL FUNDING REQU		N	/A				
	СР	ESTIMATED COST FOR KITS OF ADDITIONAL FUNDING REQU		(See Page	2.)			
	ITEMS	AFFECTED BY PROPOSAL:							
	SAFET	MISSION PERFORM- OPERA FFFEC- TIVENESS ANCE D		WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINTE- NANCE PROCEDUR	SERVICE LIFE	FLIGHT MANUAL	MAINTE- NANCE MANUAL
	EST. A	MAN/HRS. REQ'D. TO ACCOM	PLISH CHANG	E IN FIELD	···········				
	SOUR	CE OF PARTS FOR KIT		AV	AILABILITY		WEEKS AFT	ER APPRO	VAL
	SERV	ICE BUILETIN TO BE WRIT	CEN						æ
		SITION OF SPARES AFFECTED PMENT REMOVED FROM THE	AIRCRAFT W	ILL BE RE	TURNED TO	THE D	EPOT.	were.	7 2
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LO	CKHEED-CALIFORNIA COMPA	VΥ				LAC	22-74	
		CH,	ANGE PRO	POSAL				
DATE	1): APRIL 1966	AFI	ECTS:	WSF	» []	PRO	DJECT X	
NAME	OF MAJOR COMPONENT	PART OR L	OWEST SU	BASSEMBLY		PART NO. 8	MODEL (OR TYPE
TITLE	OF PROPOSAL: INSTALL IM	PROVED GYR	o refere	NCE HEADI	NG SYS	rem in s/n	124	
Re	RE OF PROPOSAL: This EC ference System in A-12. -1 Reference System.	P covers t Article 12	he manuf 4. The	acture of SR-3 Syst	a kit em wil	to incorporate to the incorporat	orate th the MA-1	e SR-3 and
	•							•
	\(\sigma\)			•				
if Th: EC:	ould provide the progres the INS fails during the is ECP represents a brea P 22-31 originally inch O1, dated 19 August 196 P.	he flight. akout of s uded ship	hip 124 124 and	from ECP was appro	22-31-1 wed per	l for later	r instal ters Mes	lation.
50	ESTIMATED COST AND TIME	INVOLVED :		n/a				
ES	ADDITIONAL FUNDING REQL	JIRED :				·		
СР	ESTIMATED COST FOR KITS (,	(See Page	2.)	•		
ITEMS	AFFECTED BY PROPOSAL :							
SAFET	Y MISSION PERFORM OPERA		WEIGHT O		MAINTE	- SERVICE	FLIGHT MANUAL	MAINTE- NANCE
	11VENESS	Ability	BALANCE		PROCEDU			MANUAL
EST. A	MAN/HRS. REQ'D. TO ACCOM	PLISH CHAN	GE IN FIEL	.D		·		
SOUR	CE OF PARTS FOR KIT		A'	VAILABILITY		_ WEEKS AF	TER APPRO	VAL
SEI	RVICE BULLETIN TO BE WR	etten						
ł	SITION OF SPARES AFFECTED		, , , ,				عهره	2922
	-1 AND MD-1 COMPONENTS V	VILL BE SE			,		amere	۲ '
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	LOCKH	- Approved For Release 2 EED-CALIFORNIA COMPANY	ENG	SINEERING S	INDA []		22-72-	1
	DATE	14 JANUARY 1966	AFF	ECTS:	WSPO	X	PRO	JECT 🔲	
	NAME	OF MAJOR COMPONENT	PART OR LO	OWEST SUBA	SSEMBLY		PART NO. &	MODEL O	R TYPE
	TITLE C	of proposal: RETROFIT	OF PRODUC	TION ADP I	nlet con	PROL 1	IN ALL YF-1	2A'S	·
	ADP I	E OF PROPOSAL: This ECP nlet Control in all YF rd by-pass door positi	-12A aircr	aft. This	install	its reation	equired to includes t	incorpor he spike	ate the
	refle	N FOR PROPOSAL: Reason cts a reduction in kit	costs cau	sed by the	e deletio	n equi	ipment such	as the	Wilcox
	ES	ESTIMATED COST AND TIME ADDITIONAL FUNDING REQ		: N,	/A				
	СP	ESTIMATED COST FOR KITS ADDITIONAL FUNDING REG	OR PARTS:	(;	See Page	2.)			
	ITEMS	AFFECTED BY PROPOSAL:							
	SAFETY	MISSION PERFORM OPER	ATING INTER- CHANGI ABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINT NANC PROCEDI	E LIFE	FLIGHT MANUAL	MAINTE- NANCE MANUAL
	EST. A	AAN/HRS. REQ'D. TO ACCO	APLISH CHAN	IGE IN FIELD					
	1	CE OF PARTS FOR KIT ADP Service Bulletin AF-		sh AV	AILABILITY		WEEKS AF	TER APPRO	VAL
	DISPC	SITION OF SPARES AFFECTE	D .					werd of	h
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				CHAN	NGE PROPO	SAL	X	LOA.		
DATE 1	4 JANUARY	1966		AFFE	CTS:	WSP	o X	PR	OJECT []
NAME C	F MAJOR	COMPONE	NT PAS	T OR LO	WEST SUBA	SSEMBLY		PART NO. 8	MODEL (OR TYPE
TITLE OF	PROPOSA		TERNATE	STEERING	G SYSTEM	FOR YF-	 12A'S	· · · · · · · · · · · · · · · · · · ·		
	ate steer							required to system,		
aircra	16.									7
		t						-	•	
	•								•	
	CP was ap				·····		ed 6 Ja	nuery 196	5.	
FS	DDITIONAL				N/	A				
CPI	STIMATED C			. ,	(s	ee Page	2.)			
ITEMS A	FFECTED BY	PROPOSA	ı:					,		
SAFETY	MISSION EFFEC- TIVENESS	PERFORM- ANCE	OPERATING PROCEDURE	INTER- CHANGE- ABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINTE NANCE PROCEDU	LIFE	FLIGHT MANUAL	MAINTE- NANCE MANUAL
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	OF PARTS Service B			furnish	1 AVA	ILABILITY		-	TER APPRO	,
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Approved For Release 2001/06/09: CIA-RDP69B00279R000100110001-2 ENGINEERING STUDY 22-49-1
OCCUPED_CALTEORNIA COMPANY
CHANGE PROPOSAL X
DATE 14 JANUARY 1966 AFFECTS: WSPO PROJECT X
NAME OF MAJOR COMPONENT PART OR LOWEST SUBASSEMBLY PART NO. & MODEL OR TYPE
TITLE OF PROPOSAL: FUEL MANAGEMENT REVISION
NATURE OF PROPOSAL: This ECP covers the engineering design and fabrication of kits required to change the fuel tank sequencing of tanks #3 and #4. Also included are kits necessary to accomplish the transfer of fuel from tank #2 to tank #6 and stop the transfer when 6,000 pounds of fuel remain in tank #2. These changes will be accomplished on all A-12 Articles except #124.
results in greater range. Reason for Revision: To submit Proposed Firm Price. This price reflects the incremental costs of including the fuel transfer from tank #2 to tank #6. This ECP was approved by Headquarters Message 2341, dated 10 February 1965.
ES ESTIMATED COST AND TIME INVOLVED : N/A ADDITIONAL FUNDING REQUIRED :
ADDITIONAL FUNDING REQUIRED: CD ESTIMATED COST FOR KITS OR PARTS: (See Page 2.)
ADDITIONAL FUNDING REQUIRED: CP ESTIMATED COST FOR KITS OR PARTS: ADDITIONAL FUNDING REQUIRED: (See Page 2.)
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ADDITIONAL FUNDING REQUIRED: CP ESTIMATED COST FOR KITS OR PARTS: ADDITIONAL FUNDING REQUIRED: ITEMS AFFECTED BY PROPOSAL: SERVICE FLIGHT MANUAL
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LOCKHEED-CALIFORNIA COMPAN		DODOS A L		LAC	22-00-4	
	CHANGE P	KUPUSAL	X			
DATE .	AFFECTS:	\A.	/SPO	PDC	JECT X	
14 JANUARY 1966	AFFECIS.	V	3,5			
NAME OF MAJOR COMPONENT	PART OR LOWEST	SUBASSEMB	LY	PART NO. &	WODEL OF	R TYPE
TITLE OF PROPOSAL :		**** TENTE (1017)	CICNITIONT	TN C/NIC 1:	ah s. 135	
	T OF PRODUCTION					
NATURE OF PROPOSAL: This EC	P covers the des:	ign and ma	nufactur	re of kits i	required of the second	ticles
corporate the production A 134 and 135. This install	DP InLet Control	System an de a spike	e and for	ward by-pa	ss door p	osition
indicating system.	ation with incid	ac a chama			•	
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REASON FOR PROPOSAL: Verbe	l request from C	ol. Geary	to Kelly	y on 19 Mar	ch 1965.	
Reason for Revision: To	while Discussion M	amast Dud	oo mada	e nrine ref	lects a r	educ-
Reason for Revision: To the tion in the engineering ex	Submit Proposed T Prort and the del	etion of	installa	tion, spare	s and AGE	costs.
made more and the t						
This ECP was approved by	leadquarters Mess	age 8101,	dated 1	8 May 1965.		
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LOCK	HEED-CALIFORNIA COMPANY	l l	NGE PROPO	SAI F		LAC	22-57-1	i	
				- 2	7.1				
DATE	14 JANUARY 1966	AFFE	сть:	WSPC		PRO	DIECT X		
NAME	OF MAJOR COMPONENT	PART OR LOV	WEST SUBA	SSEMBLY		PART NO. &	MODEL O	R TYPE	
		IC REWORK -							
drau	RE OF PROPOSAL: This EC lic lines on all A-12 a tion of the TEB CAN by	nd YF-12A A	ircraft.	This ch	re-r	oute outboois required	ard elevo i due to	n hy- changed	
								•	
REASO	ON FOR PROPOSAL: Interf	erence of h	ydraulic	lines wi	ith TE	B CAN.			
	neering required will b						llation o	of kits	
Reas	on for Revision: To su	bmit Propos	ed Target	Price.					
	ECP was approved by He	-	_		tad 26	July 1065			
11118	nor was approved by ne	anifrat cers	Wennese 5	,200, ua	y eu 20	0 uzy 1907	•		
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E3	ADDITIONAL FUNDING REQ	JIRED :							
CP	ESTIMATED COST FOR KITS ADDITIONAL FUNDING REQU	•	(8	ec Page	2.)				
ITEMS	AFFECTED BY PROPOSAL:								
SAFET	EFFEC: ANCE PROC	ATING INTER- EDURE CHANGE	WEIGHT OR WEIGHT &	TOOLS & SUPPORT	MAINT	E LIFE	FLIGHT MANUAL	MAINTE- NANCE MANUAL	
	TIVENESS C] Ability	BALANCE	EQUIPMENT	PROCED				
EST. A	MAN/HRS. REQ'D. TO ACCOM	IPLISH CHANG	E IN FIELD						
SERV	CE OF PARTS FOR KIT TCE BULLETIN 262 - YF-1		AVA	ILABILITY		WEEKS AF	TER APPRO	VAL	
	TICE BULLETIN 673 - A-12 DISTION OF SPARES AFFECTED						- John State of the State of th	1 V	
NOT	APPLICABLE		····				C mark		
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						P69B00279R000100110001-2 RING STUDY						
LOCKHEED-CALIFORNIA COMPANY				MACERING	ERING STUDY 22-							
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DATE			· · · · · · · · · · · · · · · · · · ·									
100	14 JANUA	RY 1966		AFF	ECTS:	WS	PO 🗌	PR	OJECT 5	ก		
NAME	OF MAJOR	COMPON	ENT D	ART OR LO	NWEST SILL	ASSEMBLY	, -	PART NO.				
	-	20/11/011		ARI OR L	JWE31 301	DASSEMIDE I		PARI NO.	MODEL	OK TYPE		
TITLE OF PROPOSAL:												
JC-130 COMMAND TRANSMITTER AND RECOVERY PARACHUTE SYSTEM - TAGBOARD												
NATURE OF PROPOSAL:												
		`										
					(See Page	= 2.)					
						(,					
										•		
REASON	FOR PRO	POSAL In	is revis	sion to t	his ECP	provides	the Pr	coposed Ta	rget Pri	ce for		
this w	ork. Th	e work d	escribed	l herein	was orig	dnally a	authoria	zed under	Contract	DK-3665		
quarte	rs Messa	ae 6706 ae 6706	NO. 1.	Approve	l for th	uis work	under (T-22 was between t	p rovi ded	in Head		
getary	Estimat	e and th	e Propos	sed Targe	t Price	is the	erence esult	between ${f t}$	ne Origi lowing s	nal Bud-		
cnange	:G ‡									COpa		
a.	Forty-n	ine (49)	ea. air	pick up	chutes	were add	led;					
c.	Eleven Fifty ((11) Ga. 50) ea.	repiace stabili	zation ch	ite syste utes wer	ms were	added;					
đ.	Fifteen	(15) ea	ch air p	pick up c	hutes to	be proc	ured wi	ith replac	ement sv	stems		
l	were de	leted, a	nd.	•		_		•				
e.		as reduc										
ES .	STIMATED	COST AND	TIME IN	VOLVED :								
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ES	TIMATED (COST FOR	KITS OR	PARTS:								
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1^	DDITIONAL	FUNDING	REQUIRE	υ;								
ITEMS A	FFECTED BY	PROPOSA	AL:									
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SAFETY	MISSION EFFEC	PERFORM- ANCE	OPERATING PROCEDURE	CHANGE.	WEIGHT OR	TOOLS &	MAINTE- NANCE	LIFE	FLIGHT MANUAL	MAINTE- NANCE		
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SOURCE OF PARTS FOR KIT AVAILABILITY WEEKS AFTER APPROVAL												
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NATURE OF PROPOSAL:

This ECP covers the activities required to furnish the following systems:

- A. JC-130 Command Transmitter Kits
 - 1. Prototype Kit

This includes design, manufacture and installation of one (1) kit in JC-130 E.

2. Kits (9)

Covers manufacture and assembly of nine (9) kits.

- 3. Furnish ten (10) sets of transmitters, amplifiers, coax switches, cabling, etc.
- 4. Furnish five (5) sets (approximately 50% Spares) for Item 3 above.
- B. Training Hatches
 - 1. Manufacture and deliver ten (10) training hatches.
- C. Recovery Parachutes
 - a. Procure fifty (50) training parachute systems (14' airpickup, main and stabilization), and reefing cutters.
 - b. Procure forty nine (49) 16' airpickup chutes to modify the existing parachute systems.
 - 2. Procure fifty (50) additional pickup.
 - 3. Replacement of expended chutes.

Provide approximately twenty-six (26) additional training parachute systems, (less air pickup chutes), used for rigging tests and training.

4. Limited repair and overhaul of chutes used during training and/or rigging tests.

	Approved For Release 2001/06 LOCKHEED-CALIFORNIA COMPANY				ENGIN	A-RDP69B IEERING ST GE PROPO	rudy [7	10001-2 22-37-1				
* * *	DATE	14 JANUARY 1966			AFFEC	crs:	WSPC	JECT X	\mathbf{x}				
	NAME	OF MAJOR (OMPONE	NT PAR	T OR LOV	VEST SUBA	SSEMBLY	PA	RT NO. &	MODEL O	R TYPE		
•	TITLE	OF PROPOSAL		LD-WIDE (CAPABILI	TY FLIGH	T TESTS						
		NATURE OF PROPOSAL: This ECP covers the activities necessary to conduct World-Wide Capability flight tests of INS equipment in one (1) C-54 aircraft.											
		Activities include: 1. Installation design, liaison and monitor the results of the flight test pro-											
	-	 Install gram; 	ation de	sign, li	aison ar	nd monito	r the re	esults of	the fli	ght test	; pro-		
		2. Fabrica	tion and	subsequ	ent inst	allation	of kit	in the C	-54 airc	raft;			
		3. Restora			77 -				- :-	on of testing.			
STATINT	any	associated ECP.		ntract f ectly wi			No T		, data reffort is				
		ON FOR PROP	QSAL: L	etter, K	elly to	John, sa	me subje	ect, date	ed 4-29-6	55.	·		
A**	tion	in engineer	ing and	manufact	uring ei	ffort.		_		ce reflects a reduc-			
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		ESTIMATED C	·					.,					
	CP	ADDITIONAL	FUNDING	REQUIRED	:	(\$	See Page	2.)					
	ITEMS, AFFECTED BY PROPOSAL :												
•	SAFET	Y MISSION EFFEC- TIVENESS	PERFORM- ANCE	OPERATING PROCEDURE	INTER- CHANGE- ABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINTE- NANCE PROCEDURE	SERVICE Life	FLIGHT MANUAL	MAINTE: NANCE MANUAL		
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD													
	SOURCE OF PARTS FOR KIT No Kit Required - AVAILABILITY WEEKS AFTER APPROVAL Flight Test Installation Only.)VAL			
()	DISPO	DSITION OF SE	ARES AFF	ECTED						کر ر	7 1		
		APPLICABLE	· <u> </u>			1		ILLEGIB	7	C	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		
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Approved For Release 2001/06/0	ENGINEE	PROPOSAL		10001-2 LAC	22-6	4-1			
DATE 14 JANUARY 1966	AFFECTS	:	WSPO X	P	ROJECT				
NAME OF MAJOR COMPONENT PART	OR LOWES	ST SUBASSEA	ABLY	PART NO.	& MODEL	OR TYPE			
TITLE OF PROPOSAL: FUEL QUANTITY MODIFICATION TO FIVE (5) KC-135'S									
NATURE OF PROPOSAL: This ECP provides kits necessary to modify the fuel quantity measuring system for three (3) tanks on five (5) additional KC-135's. The kits will be like those previously supplied under S/B 299.									
-						•			
REASON FOR PROPOSAL: Reason for Revision: To submit Proposed Target Price. This ECP was approved by Headquarters Message 3861, dated 9 March 1965									
ES ESTIMATED COST AND TIME INVOLV	ED:	N/A				*.			
CP ESTIMATED COST FOR KITS OR PART ADDITIONAL FUNDING REQUIRED :	s:	(See Pa	age 2.)						
ITEMS AFFECTED BY PROPOSAL :									
TIVENESS ANCE PROCEDURE CHARB	ANGE WEIGH	HT OR TOOLS SUPPO	ORT NAME	LIFE	FLIGHT MANUAL	MAINTE- NANCE MANUAL			
SOURCE OF PARTS FOR KIT AVAILABILITY WEEKS ATTERIOR									
SERVICE BULLETIN 677									
DISPOSITION OF SPARES AFFECTED NOT APPLICABLE				_	T Janey	V			
APPROVED: WSPO Approved For Release 2001/06/09 : CIA-RDP69B00279R									

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LOCK	Approved For Release 2001/06	6/09 : CIA-RDP(ENGINEERIN CHANGE PE	G STUDY)001001 	LAC	22-73	-1	
DATE	14 JANUARY 1966	AFFECTS:	WS	PO [X]	PR	OJECT [<u> </u>	
NAME	OF MAJOR COMPONENT PAR	T OR LOWEST S	UBASSEMBLY	,	PART NO. 8	MODEL	OR TYPE	
TITLE	OF PROPOSAL: HYDROGEN IGNI	TION SYSTEM 1	FOR YF-12A	'ន			· · · · · · · · · · · · · · · · · · ·	
nece	RE OF PROPOSAL: This ECP pro system in the YF-12A aircr ssary to make the YF-12A's udes any effort on the igni-	art. ADP wil commatible w	l furnish	ON IN +	he metania	T cmd ac		
	•							
						·		
REASON FOR PROPOSAL: Request from SPO, (Ref. letter Ed R. to Rus, dated 5 April 1965). Reason for change: To submit Proposed Target Price. This price reflects a reduction in engineering and manufacturing effort. This ECP was approved by Headquarters Message 8873, dated 27 May 1965.								
ES	ESTIMATED COST AND TIME INVO		N/A		· · · · · · · · · · · · · · · · · · ·			
СP	ESTIMATED COST FOR KITS OR PA		(See Page	3.)				
ITEMS AFFECTED BY PROPOSAL :								
SAFETY	MISSION PERFORM- OPERATING PROCEDURE	INTER- CHANGE WEIGHT ABILITY BALANC	& SUPPORT	MAINTE NANCE PROCEDU	LIFE	FLIGHT MANUAL	MAINTE. NANCE MANUAL	
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD								
	CE OF PARTS FOR KIT ADP will: Service Bulletin AF-386.	furnish A	VAILABILITY		WEEKS AFT	ER APPRO	1 22	
DISPOS N/A	SITION OF SPARES AFFECTED				a.	م مهمعهر	K 1	
INITIA	TED BY : Approved ¹ ¥6 Release 2001/06	1	PPROVED:	WSPO	••••••••••••••••••••••••••••••••••••••	ILLE	GIB	

PAGE 1 OF3.

Approved For Release 2001/06/09 : CIA-RDP69B00279R000100110001-2

LIST OF MAIN DIFFERENCES

TEB

Pyrophoric Ignition
Essentially a chemical system with
electric current to dump solenoid only.
Electric current (1 amp only) required
at dump.

Remaining TEB may be dumped after touchdown for safety.

 H_2

Electrical Ignition
H2 gas-D. C. electric system.
Requires continuous D. C. current.
Requires 3 glow plugs in each engine:
Left main engine plug on Essential
D. C. bus (This is only plug in each
engine that remains on battery if both
engines are out) right main engine
plug on monitor bus, and afterburner
plug on monitor bus.
11 amps (D. C.) starting current and
4 1/2 amps (D. C.) steady state
current at each glow plug (Total
starting amps = 66; total steady amps=
27.)
Dump of remaining H2 not required.

H2 IGNITION SYSTEM

ADVANTAGES

More ignition firings (20+).
Less hazardous.
Uses CIS system except for plug and new wiring.
Doesn't need special ground support equipment.
Cheaper.
Cleaner combustion.
No tube plugging problem.
Better air starts.

DISADVANTAGES

Potential electric failure.
High current load (surge) to iniate system.
Ability of current equipment to contain H₂ under pressure must be determined. System must be on continually in order to avoid warmup period.
Dual flameout case may not have sufficient battery capacity for relight if below generator cut out RPM.
Weight penalty = Approximately 3 to 5 pounds.

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Approved For Release 2001/06/09: CIA-RDP69B00279R000100110001-2

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STATIONS AT

SUBJECT: ARC-50 PROGRAM - STATUS OF GROUND STATIONS OXCART

- 1. AT PRESENT TIME THERE ARE TWO ARC-50 (GY) GROUND
- 2. PLAN TO DELIVER TWO ADDITIONAL ARC-58 (GY) GROUND STATIONS DURING WEEK OF MARCH 8, 1965, AND ONE DURING WEEK OF MARCH 15. 1965. PLEASE ADVISE DISPOSITION.
- 3. GRD-11 GROUND UHF-DF EQUIPMENT IS NOT PART OF ARC-50 (GY) GROUND STATION EQUIPMENT. IF DF CAPABILITY IS DESIRED, THIS EQUIPMENT MUST BE USED IN CONJUNCTION WITH ARC-50 (GY). PROCUREMENT THROUGH GFE.
- 4. CONSIDERABLE CONFUSION HAS ARISEN REGARDING ARC-58 (GY)
 DESIGNATION, SOMETIMES ERRONEOUSLY REFERRED TO AS
 GRC-115. GRC-115 IS ARQ-23 GROUND STATION, NOT COMPATIBLE
 WITH ARC-58°S. USE OF ARC FOR GROUND STATION DESIGNATION
 IS ALSO ERRONEOUS. WE SUGGEST ESTABLISHING A NEW

SECRET

GROUP 1
ENGLUGED FROM AUTOMATIC DOWNERADING
AND DECLASSIFICATION

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DATE 28 April 1965		AFFECT	rs:	WSPO		PROJI	ECT	
NAME OF MAJOR COMPO	NENT PAR	T OR LOW	EST SUBASS	SEMBLY	PA	RT NO. & A	MODEL OF	TYPE
TITLE OF PROPOSAL:	DROGEN IG	ITION SY	STEM FOR	YF-12A'	5			
NATURE OF PROPOSAL:								
This ECP consists of effort required to in	nstall a hy	drogen i	gnition s	ystem 1	ICO BITT	IF-LZA 8	•	on
ADP will furnish only compatible with this system hardware.	y the mater new ignit:	rials and lon system	services m; this E	require CP exclu	ed to ma ides a nj	ake the YI y effort (F-12A's on the 1	gnition
Budgetary estimate for	or this pro	ogram is	as follow	rs:				
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LIST OF MAIN DIFFERENCES

TEB

Pyrophoric Ignition
Essentially a chemical system with
electric current to dump solenoid only.
Electric current (1 amp only) required
at dump.

Remaining TEB may be dumped after touchdown for safety.

 H_2

Electrical Ignition
H2 gas-D. C. electric system.
Requires continuous D. C. current.
Requires 3 glow plugs in each engine:
Left main engine plug on Essential
D. C. bus (This is only plug in each
engine that remains on battery if both
engines are out) right main engine
plug on monitor bus, and afterburner
plug on monitor bus.
11 amps (D. C.) starting current and
4 1/2 amps (D. C.) steady state
current at each glow plug (Total
starting amps = 66; total steady amps=
27.)

H2 IGNITION SYSTEM

ADVANTAGES

More ignition firings (20+). Less hazardous.

Uses CIS system except for plug and new wiring.

Doesn't need special ground support equipment.

Cheaper.

Cleaner combustion.
No tube plugging problem.
Better air starts.

DISADVANTAGES

Dump of remaining H2 not required.

Potential electric failure. High current load (surge) to iniate system.

Ability of current equipment to contain H₂ under pressure must be determined. System must be on continually in order to avoid warmup period.

Dual flameout case may not have sufficient battery capacity for relight if below generator cut out RPM. Weight penalty = Approximately 3 to 5 pounds.

Approved For Release 2 LOCKHEED-CALIFORNIA COMPANY	ENGINEERING S	YUDY:	LAC ²	2-72
DATE 28 April 1965	AFFECTS:	WSPO X	PROJ	sct 🔲
NAME OF MAJOR COMPONENT	PART OR LOWEST SUB	ASSEMBLY	PART NO. & A	AODEL OR TYPE
TITLE OF PROPOSAL :	OF PRODUCTION ADP I	nlet control i	NTO ALL YF-1	2A'8
NATURE OF PROPOSAL: This ECP consists of all er effort required to outfit to Control System. Budgetary estimate for this Engineering Production Installation Spares & Ac	three (3) YF-12A air s program is as foll of Kits on	ows:	e Froduction	
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SOURCE OF PARTS FOR KIT SERVICE BULLETIN TO BE WRI		AILABILITY	WEEKS AFT	ER APPROVAL
DISPOSITION OF SPARES AFFECTE				

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LOCKHEED INLET CONTROLS

LIST OF MAIN DIFFERENCES

HAM-STD SYSTEM

ADP/AIRESEARCH SYSTEM

Essentially non-electronic (except for a few switches) mechanical, hydraulic, pneumatic-mechanical computer.

Computer located in nacelle-subject to 300° heat in oil cooled enclosure.

Probe is near inlet-M is picked up off nacelle; & are picked up off inbd leading edge half way between nacelle and fuselage.

Moderate spike actuator diameter. Uses rotating probe with combined of a signal.

"Basic system tolerance does not assure reliable operation".

Electronics essential and integrated in electronic, mechanical, hydraulic, pneumatic system-electronic computer. Computer located in E-bay air conditioned environment (or missile bay on YF-12A).

Probe is on nose of fuselage for M, & F.
Manual backup provided to offset computer failure.

Uses separate and fixed & sensors.

Increased spike actuator diameter.

ADP/AIRESEARCH SYSTEM

ADVANTAGES

DISADVANTAGES

"Improved System Performance" Higher degree of accuracy and rate -40/ sec yaw and 70 sideslip (H/S good to 3 1/2 sec low, and only 20/sec at high Sideslip angle measurement now practical (off nose boom). Clear cut mach number off nose boom (M at nacelle varies with & and introduces complexity into scheduling and dynamic response. Less complicated flow field at nose.) More accurate measurement of & & (Local & b at nacelle vary from true o & in a complex way, making accurate programming difficult) Independent & pickups contributes to more accurate scheduling than combined control. More reliable switches. Less dynamic difficulties. Less oscillation. No noticeable limit cycle (This has been noticeable in H/S system) Better control of servo loops. Greater system flexibility due to separation of & pickup and use of electronics. Larger diameter spike actuator more rugged. Manual backup improves reliability. Local flow caused by missile firings less disturbing on spike position with pitot at nose than at nacelle

High degree of electronic competence needed from service personnel.

Probe on fuselage measures fuselage deflection as well as α . However, this error has proven fairly predictable for known flight patterns. Requires higher premium, air conditioned space in "E" bay; or use of missile bay space on prototypes. Layup time is six weeks and requires approximately 2000 man hours. Weight penalty = approximately 10 lbs.

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	to John,	dated 9	April 196	55 on th	ie same s	ubject.	•		-	
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THE PROPOSED OPERATION FROM KADENA AIR BASE HAVING 11000 FT RUNNAY WITH ONLY 1000 FT OVEREUN REQUEST:

- A. YOU EXERT EVERY POSSIBLE EFFORT TO PROVIDE ABSOLUTELY RELIABLE ERABES ON ALL ARTS.
- B. YOU INVESTIGATE POSSIBLE USE OF THE BAK-9 AND MA-1A

 BARRIERS

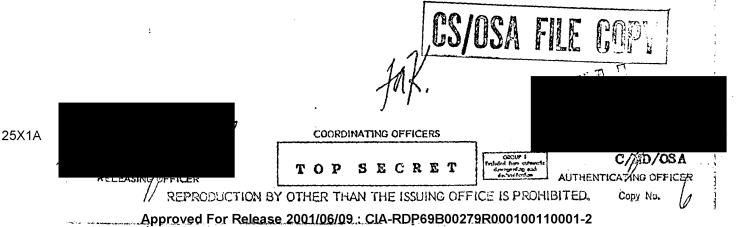
 JET EXISTS INSTALLED AT KADENA AIR BASE FOR EMERGENCY

 ARRESTING OF THE ART IN CASE OF MEORTED TAKE OFF OR

 EMERGENCY LANDING AT HIGH GROSS WEIGHTS AND ADVISE

25X1A OF RESULTS.

END OF MESSAGE



25X1A

OSA - 0759-65

3 February 1965

STATINTL

To:

Subject:

RESULTS OF ARC-50 PROVISIONING CONFERENCE OF

18 AND 19 JANUARY 1965 AT ADP

The attached list of ARC-50 equipment represents the items to be procured by ADP, under the two (2) designated contracts, as a result of the subject conference.

The basic ground rules used for establishing the level of equipment indicated were:

- 1. R-12 HA-3666 support requirements are based upon twelve (12) ships (out of the twenty-five (25).
- 2. All ARC-50 assets are considered a common pool available to any base requiring the equipment.
- 3. Ground Station sub-assembly spares components (below modular level) procured under ECP 22-7 are to be sent to procure to use as bonded spares.
- 4. Further provisioning required will be accomplished whenever necessary by the Depot and ADP.
- 5. The two (2) ground stations (GY configuration) presently on order under HT-3664 were to be canceled. We have placed a "stop work" order on these two (2) units and are waiting for a formal request to cancel.
- 6. Field maintenance shall be limited to the replacement of Modular Components (with minor exceptions only).
- 7. ECP 22-65 would be revised to provide the KC-135 ARC-50 Kits, less the five (5) sets of ARC-50 AY Equipment.

The two HT-3664 "GY" ground stations (5. above) were placed on order 15
September 1964 at an estimated price of \$140,000 ea. Estimated cancellation cost would be approximately \$45,000. If go-ahead was again given as of this date, estimated delivery would be in July 1965. Intended location for these two ABC-50 GY's is at your discretion.

STATINTL

We are proceeding with ECP 22-65 (less ARC-50 Equipment) and ECP 22-54 (as submitted to you) in the interest of avoiding any possible delays.

We were requested to initiate procurement action on the attached quantities with formal approval to be given upon receipt of this summary. As a part of your formal approval, we request that the Depot issue Purchase Requests for the Contract CT-22 quantities indicated in the attachment.

Also attached is a copy of the work sheets used as a guide during the provisioning conference (as revised 25 January 1965).

Yours truly,



STATINTL cc:



Approved For Release 2001/05/09 : CIA-RDP69B002 9R000100410001-2



ARC-50 EQUIPMENT TO BE PROCURED BY ADP AS A RESULT OF THE 18 AND 19 JANUARY 1965 CONFERENCE

	Part Number	Nomenclature	CT-22 Qty.	HA-3666 Qty.	Budgetary Unit Price	
1	714295-801	Oscillator	6 6 6	6 6 6		
2	714221-802	Receiver	6	6		
1 2 3 4	714222-802	Programmer		6		:
4	714223-801	Generator	6	6		
5	714224-802	Modem	1	5		
5	714016-801	Power Supply	1 3 6	5 0 6 1		· ·
7 8	714220-801	Module - Range		6		
8	714219-802	Chassis	1 3 4 5 9 7	1		
9	714008-801	Power Supply	3	5		
10	714001-802	Transceiver (R-T)	4	0		
11	713953-801	Power Supply	5	9		
12	713950-802	Oscillator	9 .	27		
13	713961-802	Synthesizer		8		
14	713954-802	Multiplier	7	17		Λ.
15	713956-802	Receiver - Main	7	17		
16	713952-802	Converter	7	17		
17	713951-802	Receiver - Guard	7	11		•
18	713957-802	Modem	7	17		OT A TINITI
19	714850-801	Transmitter	7	17		STATINTL
20	713922-802	Chassis	2	2		·
21	713965-804	Translator	4	0		
22	713997-801	Relay	1.	0		
23	713996-801	Relay	1	0		
24	714004-801	Control - Gnd. Sta.	5 1	0		
25	714686-801	Amplifier		0		
26	713969-801	Selector	1	0		
27	708662-801	Control - Transceiver	7	′ 0		
28	708663-801	Control - Transceiver	0	7 8 9 0 6		
29	708665-801	Indicator - Range	0	8		
	708946-801	Control - Translator	0	9		
31	708829-801	Control - Translator	7	0		
32	708977-801	Indicator - Frequency	0			
30 31 32 33 34	708810-801	Tester - Transmitter	1	o .		
34	715094-801	Test Set - Transceiver	6	4		
35	708809-802	Test Set - Translator	1	0		
36	708808-802	Test Set - Transceiver	1	O		
37	708928-801	Test Set - Elect. Cable	2	14		



Approved For Releas 2001/06/09 : CIA-RDP69B00279R000 00110001-2



ARC-50 EQUIPMENT TO BE PROCURED BY ADP AS A RESULT OF THE 18 AND 19 JANUARY 1965 CONFERENCE

						
	Part Number	Nomenclature	CT-22 Qty.	HA-3666 Qty.	Budgetary Unit Price	,
1	714295-801	Oscillator	6	6		
2	714221-802	Receiver	6	6		
3 4	714222-802	Programmer	6 6 6	6		
4	714223-801	Generator	- 6	6		
5	714224-802	Modem	ĭ	5	•	,
6	714016-801	Power Supply	3	6 6 5 0 6 1 5 0		
7 8	714220-801	Module - Range	3 6 1 3	6		
8	714219-802	Chassis	ĭ	1		
9	714008-801	Power Supply	3	. 5		
10	714001-802	Transceiver (R-T)	Ĭ.	ó		
11	713953-801	Power Supply		o o		
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14	713954-802	Multiplier	7	17		
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18	713957-802	Modem		17	•	STATINTL
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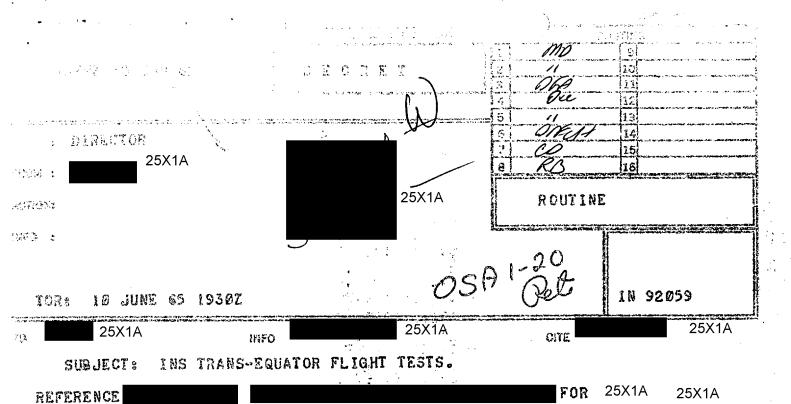
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PAGE 1 OF 1.



25X1A

THE FOLLOWING AFSC CONFIDENTIAL MESSAGES ARE QUOTED FOR YOUR

ROUTINE TO USAFSO INFO APEC EGLIN AFE FLA, AFSC STLO US ARMY
TROPIC TEST CENTER CANAL ZONE CONFIDENTIAL SCSST 24798, 8 JUN
65. FOR COMMANDER. PGLO. MAJ STRAIGHT. OUR SCSST 23523

DATED 22 MAY 65. PART I. PROJECT RED LIGHT IS FLIGHT TEST OF
CLASSIFIED NAVIGATION EQUIPMENT AND WILL INVOLVE A SERIES OF
TEST FLIGHTS IN THE SOUTHERN HEMISPHERE TO 10 DEGREES SOUTH
LATITUDE. TESTING IS SCHEDULED TO START ABOUT 14-17 JUNE AT
HOWARD AFB. PLIGHTS AT THE RATE OF 2-4 PER WEEK FOR A PERIOD OF
APPROXIMATELY ONE MONTH WILL BE REQUIRED. FLIGHTS WILL ORIGINATE AND
TERMINATE AT HOWARD AFB AND WILL BE FLOWN OVER INTERNATIONAL
WATERS. NO OVERFLIGHT OF FOREIGN COUNTRIES IS PLANNED AT THIS
APPROVED FOR Release 2001706709: CIA-RDP69B00279R0001001178000122

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25X1A

(IN 92359) SECRET PAGE TWO

TIME. SHOULD IT BECOME APPARENT THAT OVERFLIGHT IS REQUIRED, THE TEST TEAM WILL FURNISH MAJOR STRAIGHT (AFSC STLO) WITH APPROPRIATE PLANNING DATA FOR FOREIGN CLEARANCE AT LEAST TWO WEEKS PRIOR TO THE SCHEDULED MISSION. THE OPR AT HQ USAF FOR THIS ACTIVITY IS COL LEO P. GEARY (AFRDC-F) AT HQ AFSC, MAJOR P. FRYBERGER (SCSZ). PART II. FIRM DEPARTURE DATE WILL BE PROVIDED IN TIME TO ARRANGE FOR APPROPRIATE CLEARANCES. GP 4. UNQUOTE

QUOTE

TO USAFSO INFO APGC EGLIN AFB FLA, AFSC STLO US ARMY TROPIC TEST CENTER CANAZ ZONE CONFIDENTIAL SCSZ 24977 10 JUN 65. USAFSO FOR COMMANDER. APGC FOR PGLO. AFSC STLO FOR MAJ STRAIGHT. SUBJECT: PROJECT RED LIGHT. REFERENCE AFSC UNCLAS MSG SCSST 23323 DATED 22 . MAY 65 AND CONF MSG SCSST 24798 DATED 8 JUN 65. PART I, FOR USAFSO. THE FOLLOWING INFORMATION IS SUBMITTED TO AID IN OBTAINING APPROPRIATE CLEARANCES FOR PERSONNEL ARRIVING IN YOUR THEATER DURING WEEK OF 14 JUNE 1965 FOR THE PURPOSE OF PERFORMING CLASSIFIED MISSIONS IN SUPPORT OF PROJECT RED LIGHT. THE FOLLOWING CIVILIAN PERSONNEL ARE ASSIGNED AS CREW MEMBERS ON C-54G, NUMBER 50477 ARRIVING APPROXIMATELY 15 JUNE 1965. ALL ARE US CITIZENS HOLDING MILITARY SECRET CLEARANCES:

25X1A

25X1A

PART II FOR APGC. REQUEST THAT YOU FURNISH THE FOLLOWING INFORMATION TO USAFSO ON APGC CREW MEMBERS ASSIGNED TO SUPPORT PROJECT RED LIGHT: NAME, RANK, SERIAL NUMBER

Approved For Release 2001/86/09 © CRA-RDP69B00279R000100110001-2

25X1A

SECRET PAGE THREE

AND SECURITY CLEARANCE. ADDITIONALLY REQUEST THAT APGC FURNISH USAFSO WITH INFORMATION REQUIRED TO COMPLY WITH THE USAF FOREIGN CLEARACE GUIDE FOR THE CANAL ZONE, SPECIFICALLY PARAGRAPH 4, "CONTENT OF ADVANCE NOTICE." GP 4. UNQUOTE

END OF MESSAGE

SECRET

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DATE	17 June 1	965		AFF	ECTS:	WSI	∞ []	PF	ROJECT	X
NAME	OF MAJOR	COMPON	ENT P	ART OR LO	OWEST SUB	ASSEMBLY		PART NO.	& MODE	L OR T
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PAGE 1 DE O

NATURE OF PROPOSAL:

This ECP covers the activities required to furnish the following systems:

Phase I

- A. JC-130 Command Transmitter
 - 1. Prototype Kit

This includes the design, manufacture and installation of Kit in JC-130B.

2. Kits (9)

Covers the manufacture and assembly of nine (9) kits.

- 3. Furnish ten (10) sets of transmitters, amplifiers, coax switches, cabling, etc.
- 4. Furnish five (5) sets (approx. 50% spares) for item 3 above.
- B. Recovery Parachute
 - 1. Procure fifty (50) parachutes including reef cutters.
 - 2. Manufacture and deliver ten (10) test hatches.

PHASE II

- A. Pickup and Stabilization Chutes
 - 1. Furnish fifty (50) additional Pickup and Stabilization Chutes.
- B. Replacement Rigging Chutes
 - 1. Provide approx. fifteen (15) additional Pickup, Stabilization and Main Chutes used for rigging tests.
- C. Limited repair and overhaul of Chutes used during tests.

FUNDING:

PHASE I Budgetary Target Price Budgetary Ceiling Price

PHASE II Budgetary Target Price
Budgetary Ceiling Price

TOTAL CEILING PRICE



STATINTL

Approved For Release 2001/0	6/09 : CIA-RI	DP69B0027	9R000	10 011	0001-2					
	ENGINE	ERING STUD								
LOCKHEED - CALIFORNIA COMPANY		E PROPOSAL	. (<u>x</u>	a	LAC	22-57				
DATE			. (V	4						
DATE 16 June 1965	AFFECTS	5 :	WSPO		PR	OJECT K	\mathbf{x}			
NAME OF MAJOR COMPONENT PA	ART OR LOWE	ST SUBASSE	MRIY		PART NO.	ب. 				
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TITLE OF PROPOSAL: HYDRAULIC REWORK - TEB CAN										
NATURE OF PROPOSAL:	THORIC - TED	CALI		·	······································					
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I mus change is required due to	changed L	ocation of	°tha '	THE C	an har the	Engine				
Contractor. This change is re	equired on	all A-12 a	and YF	-12A .	Aircraft.					
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REASON FOR PROPOSAL:				· · · · · · · · · · · · · · · · · · ·						
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Engineering required will be a	ccomplished	under Co	ntract	FT-a	21. Insta	llation				
of kits will be accomplished u	nder Contra	cts FT-21	and/c	or SC-	-23 as app	licable.				
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PAGE ANE 1

Approved For Release 2 LOCKHEED-CALIFORNIA COMPANY	ENGINEERING	S STUDY		.AC	22-68	
DATE 28 April 1965	AFFECTS:	WSPO		PRO	JECT X	
NAME OF MAJOR COMPONENT	PART OR LOWEST S	UBASSEMBLY	PA	RT NO. &	MODEL O	R TYPE
TITLE OF PROPOSAL:	OF PRODUCTION AI	OP INLET CON	TROL IN	0 8/N's	134 & 13	35
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Auti	orization for this	ECP was	given by	the foll	owing	Headqu	rters' m	essages:	
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DATE 23 April 1965 AFFECTS: WSPO PROJECT X										X		
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1337				*******		INTL	V/2	1	PAGE	1 OF 2	て	

NATURE OF PROPOSAL (Continued from page 1)

- 1. The drag chute hook lock support will be revised to reduce friction and improve jettisoning capability at higher speeds. The drag chute hook and link will be changed to a "roller" configuration; the roller configuration eliminates the spherical contact which presently exists between the ball and the hook. This spherical surface has proved to be difficult to inspect and maintain. An external indicator system will be adopted in order to provide a visual assurance that the hook and ball are in the proper position after the chute packing operation is completed.
- 2. The actuator will be revised from a single electrical screw jack with a stall load of 300 400 lbs., to a dual electrical actuator with an "impact wrench" mode so as to have a peak capability of approximately 2,000 lbs. This load is more than enough to operate the system even when the forces are unusually high, either in the deployment or jettison mode. Each electric motor is energized by a separate electrical circuit which extends all the way to the cockpit, and each half of the dual actuator has the ability to perform all required functions in case of malfunction of the other. A single handle is used to energize both halves of the dual actuator. Both circuits will be individually checked as a part of the pre-flight check-out.
- 3. The drag chute door mechanism will be revised to minimize friction by installing bronze guide rollers, bushed links. We will also shorten the main actuating rod to minimize the effects of bending due to heat. We will reverse the direction of the door*swing to prevent any aerodynamic scooping effect in the event that it may not be rigged in a completely closed position.

*(This refers to the "latching" door - not the drag chute door).

OSA = 1635-65

5 April 1965

Tweeh -

To:

Rus

Subject:

ECP's for the Lockheed Inlet Control and Hydrogen Ignition Systems for the YF-12A. Contract CT-22

Dear Rusi

We are considering the installation of the Lockheed Inlet Control in lieu of the Hamilton-Standard in the YF-12A aircraft. Eccordingly, we request that ADP prepare an Engineering Change Proposal for Contract CT-22 to provide this feature in all three YF-12A's on an expedited basis. In addition to the normal ECP information, the proposal should also include the following:

- a. List of main differences between the two control systems with your comments on the advantages or disadvantages of making the change on the YF-12A.
- b. Cost breakdown showing engineering, kit, and installation costs separately.
- c. Schedules for kit delivery and installation based on time from approval of the ECF. (Assume go-ahead prior to 1 July 1965).
- d. Installation man hours and calendar days downtime required for installation for each aircraft.

You are also authorized to submit an ECP for installation of hydrogen ignition systems on all three YF-12A's. The same type of information is desired on this ECF also.

These ECP's should be proposed for the support contract only. This letter does not authorize any effort beyond that required to submit the ECP's and provide the information requested. Your early response is requested.

Regards.

STATINTL COM

Ed R.

	Approved For Release 200	01/06/09	: CIA-RDP	69B0	<u>0279R0</u> 0	00 <u>1001</u>	10001-2				
LOCKI	LOCKHEED-CALIFORNIA COMPANY			GINEERING STUDY			LAC	22-63-1	53-1		
DATE	26 April 1965		AFFECTS:		WSP	ν [PROJECT X				
NAME	OF MAJOR COMPONENT	R LOWEST	SUBAS	SEMBLY		PART NO.	& MODEL (OR TYPE			
TITLE O	F PROPOSAL: FUEL COO	TING SY	STEM		 	•	-				
NATURE	OF PROPOSAL:				- 						
		SEE	PAGE 2					·			
	NOTE: TMU-4/E; s, F-6	's, and	GN ₂ Trai	lers	would	be GF I	? to ADP.				
REASON	FOR PROPOSAL:										
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2.	THIS REVISION REPRESE BASIC ECP 22-63 AND S	VIS A DI UPERSEDI	ifferent es it in	APPRO ENTIR	DACH TH				· , •• · · ·		
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Approved For Release 2001/06/09 : CIA-RDP69B00279R00010011000962 2 of 2

NATURE OF PROPOSAL:

STATINTL

1. Fuel Cooling System for

This system consists of a mobile fuel chiller capable of cooling 25,000 gallons of fuel from 80°F to 15°F in twenty-four hours, used in conjunction with four TMU-4/E insulated tanks. The TMU-4/E's are GFP and must be modified to provide for safe bottom loading. We will also provide the necessary fuel and nitrogen manifolds, as indicated on block diagram #1 of TAG 1212 drawing, to couple the chiller fuel tank and nitrogen tank.

The TMU-4/E; s are semi-mobile in that the ones presently available do not have wheels mounted on them. These tanks do not have their own pumps, filters, etc., and must be located near such facilities. Each TMU-4/E has a capacity of 6,500 gallons.

2. Fuel Cooling System for Deployment Base(s):

This system consists of a fuel chiller unit, as described above, used in conjunction with the five F-6 semi-trailers. The F-6's have a capacity of 5,000 gallons, contain their own pumps, filters and hoses, which make them ideal for a deployment base. We would modify these F-6's to provide for safe bottom loading; revise plumbing to permit circulation of fuel during the cooling cycle, and insulate them with three inches of foam, and weather proof them. We would provide the fuel and nitrogen manifolds to couple the chiller, fuel tank and nitrogen tank.*

We propose to provide two of the above described systems in order to provide for both A-12's and KC-135's. One complete chilling system (incl. the five F-6's, etc.) is sufficient to fuel two A-12 airplanes for simultaneous take-off. The second chilling system is sufficient to fuel two KC-135 tankers so that either one can off-load 70,000 lbs. of chilled fuel into the A-12 on the out-bound mission leg.

^{*(}Please refer to block diagram #2)

Approved For Release 2001/06/09: CIA-RDP69B00279R000100110001-2 ENGINEERING STUDY 1 1 C 22-63 LOCKHEED-CALIFORNIA COMPANY CHANGE PROPOSAL X DATE 25 September 1964 X AFFECTS: **WSPO PROJECT** PART OR LOWEST SUBASSEMBLY PART NO. & MODEL OR TYPE NAME OF MAJOR COMPONENT TITLE OF PROPOSAL: FUEL COOLER NATURE OF PROPOSAL: This ECP is for the Design, Development and Froduction of two (2) Fuel Coolers. The Cooler will be a Trailer mounted 25 ton, Freon, Refrigeration System. This is sufficient cooling capacity to lower the temperature of a 25,000 gallon fuel tank from 30° to 15°F in a 24 hour period during the summer months when average air temperature is 100°F. Ref: Letter, C. L. Johnson to J. Parangosky, dated 5 October 1964. **REASON FOR PROPOSAL:** The cooler fuel temperature will alow the Article to carry approximately 2,000 pounds additional fuel and gain an increased heat sink capability. ESTIMATED COST AND TIME INVOLVED : ES ADDITIONAL FUNDING REQUIRED: Budgetary Target Price \$53,931 ESTIMATED COST FOR KITS OR PARTS: CP (See Page 2) ADDITIONAL FUNDING REQUIRED: ITEMS AFFECTED BY PROPOSAL: TOOLS & SAFETY MISSION EFFEC-TIVENESS PERFORM-OPERATING PROCEDURE INTER-CHANGE-ABILITY WEIGHT OR MAINTE-SERVICE LIFE FLIGHT MAINTE-WEIGHT & MANUAL NANCE MANUAL SUPPORT PROCEDURE EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD SOURCE OF PARTS FOR KIT WEEKS AFTER APPROVAL AVAILABILITY NOT APPLICABLE DISPOSITION OF SPARES AFFECTED NOT APPLICABLE STATINTL Approved Fat Release 2001/06/09 : CIA-RDP69B00279R0

PROJECT

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KEDLOCK

SUBJECT: ECP LAC 22-62 SEAT & PARACHUTE REWORK

1. SUBJECT ECP HAS BEEN REVIEWED AND IS APPROVED. SEAT

MODIFICATION AND THE NEW SINGLE PARATIMER WILL BE COVERED UNDER

CONTRACT FT-21 PRESENT FUNDING AND THE NEW CATAPULTS AND DUAL

PARATIMERS UNDER CONTRACT CT-22 PRESENT FUNDING. SUBJECT ECP IS

NOT SPECIFIC AS TO WHAT COVERED IN SEAT MOD OTHER THAN NEW CATAPULT.

THE NEW VENT BRACKET AND VENT DISCONNECT SHOULD BE INCLUDED DURING

THIS MOD TURN-AROUND.

25X1A

2. CONTRACT NEGOTIATION SCHEDULED AT 12 & 13 NOV 64

FOR 24 NEW PARACHUTES. PROPOSED DELIVERY SCHEDULES OF THESE NEW

CHUTES WILL PROVIDE SUFFICIENT FOR COVERAGE WHILE THE NINE CHUTES

INVOLVED HERE ARE TURNED ARCUND. THE NINE CHUTE TURN AROUND COULD

BE HANDLED AS AN ADDITIONAL ITEM TO THIS CONTRACT. ACTUAL TURN

AROUND WOULD NOT BE SCHEDULED UNTIL APPROX MAR 65.

25X1A

3. FOR ABOVE CHANGE CAUSED BY NEW HI ENERGY CATAPULT AND NON COMPATIBILITY WITH THE OLD CHUTE. THE NEW CATAPULT REQUIRES

SECRET

EXCLUDED FROM AUTO-BACIO DEMIGRACINE AND ORDLAZSHINIATION SECRET

25X1A

(IN 54552)

PAGE TWO

A C.G. SHIFT AFT WITH OLD CHUTE. BALLAST COULD BE USED TO SHIFT BUT SPACE LIMITATIONS WOULD MAKE THIS MARGINAL FROM A SAFETY STANDPOINT. TURN AROUND FOR THIS MOD WILL BE DELAYED TILL SPRING 65 WHEN OLD CATAPULTS DUE FOR TIME CHANGE.

25X1A

4. FOR PLEASE FURNISH SCHEDULE FOR TURN AROUND BASED ON OLD CATAPULT REPLACEMENT DATES APPROX SPRING 65.

END OF MESSAGE

Approved For Release 2001/06/09 : CIA-RDP69B00279R000100110001-2

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ECP 22-62 Page 2 of 2

COSTS:

Seat modification will be accomplished under Contract FT-21, Repair and Overhaul Section. Budgetary estimate is \$1,500 per Seat or \$9,000 total.

New Catapults for the seats are being provided under Contract CT-22, Call Section, FY '64 Purchase Request 385. Budgetary estimate is \$1,100 per Catapult or \$6,600 total.

The Parachute Rework will be accomplished by Firewel under their own Prime Contract.

The new Single Timer will be provided under Contract FT-21, Repair and Overhaul Section. Budgetary estimate is \$700 per Timer or \$6,300 total.

The new Dual Timers will be procured Under Contract CT-22, Call Section. Parts salvageable from old single timers will be used to every extent possible in reducing the price of these timers. Budgetary estimate is \$1,250 per Dual Timer, or \$11,250 total.

SECRET **OXCART**

OXC-8489-65 Copy Sof 10

14 April 1965

HEMORANDUM FOR : Deputy for Field Activities/OSA

SUBJECT : Pre-cooled Fuel

Attached herewith is a memorandum on a Lockheed proposal to pre-cool fuel for the A-12 aircraft. As noted, it is recommended by D/TECH that this capability be developed in order to provide an additional potential increment of range. It is requested that the attached memorandum be reviewed with comments and recommendations submitted to D/TECH/OSA by 23 April.

25X1A

ABD/OBA

Attachment: CXC-8490-65

25X1A

ASD/OSA/ p (14 April 1965) Distribution:

Cy 1 - D/YA/OSA

2 - D/TECH/OSA

3 - OEC/FA/CSA

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SECRET

OXC-8490-65 Copy__of_/o

14 April 1965

MEMORARDUM FOR THE RECORD

SUBJECT : Pre-cooled Fuel

- l. Lockheed has submitted ECP 23-63 for the design, development and production of two Fuel Coelers. This cooler would have the capacity to lower the temperature of a 25,000 gallon fuel tank from 80° F to 15° F in 24 hours when the average air temperature is 100° F. Lockheed has estimated that the cooler fuel temperature will allow the A-12 to carry approximately 2000 pounds additional fuel. The cost of the two coolers is estimated to be \$53,931. The unit would be powered by 440 volt 3 phase current which could be supplied by either plugging into a 100 amp service plug or into an MA-1 Motor generator trailer. The cooling unit would be approximately 20 feet long and would be sized to be air lifted by a C-130. As indicated in the attachment II messages, this ECP does not provide for field tankage installation and costs.
- 2. The LAC estimate of +2000 pounds fuel is based on a fuel weight of 6.6 lbs./gal. at 15° F and upon on-loading approximately 68,500 pounds fuel. However, as noted in the technical attachment I, the fuel weight at 15° F is 6.55 pounds/gal. and 55,000-60,000 pounds are transferred. Consequently the increased fuel quantity is approximately 1350 pounds.
- 3. The ground rules for a refueling mission require that the tanker be at ARCP one hour before refueling. The minimum tanker flight time to the refueling point is approximately 1; hours based on mission planning of OKC/FA/OSA. Forty-five minutes are required to fuel a tanker based on Mb/OSA data and it is estimated that the aircraft would take-off approximately one hour after refueling. Therefore, the tanker data noted in the technical attachment I are valid and consequently, approximately 1350 pounds additional fuel can be on-loaded due to the temperature differential of 450 F to 80 F.

SECRET OXCART

OXC-8490-68

4. The not increase in range due to the additional 1350 pounds fuel is +45 n.m. Although this is admittedly a small increase in overall range, it is attainable without any modifications to the basic aircraft. In order that this increased capability be provided, it is therefore recommended that MCP 22-63 be approved after it has been amended to increase the quantity to three fuel coolers. Since one cooler will cool sufficient fuel for approximately three tankers, the capability should be provided for a mission cancellation and a rescheduling within 24 hours or less, as well as one spare system. This obviously assumes that this increased capability is limited to the target leg of any mission. Purther, it is recommended that this system be tested in the tanker/A-12 combination by the DCM prior to any deployment.

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ASD/OSA

25X1A

Attachments: I and II

OXCART SECRET

SECRET OXCART

Att. I to QIC-8490-65

TECHNICAL ATTACHMENT I

Basic Data:

- Results of KC-135 data:
 - Fuel loaded in tanker at fuel temperature of 150 F exits refueling boos at 80 F after 43 hours.
 - 2. Fuel loaded in tanker at fuel temperature of 850 P exits refueling boom at 45° F after 45 hours.
- B. Weight of fuel on-loaded = 55,000 60,000 lbs.
- C. Minimum time from end of fueling B-52 to start of refueling - 34 hours.
- Fuel weight @ 60° F 6.4 lbs./gal. D.
 - 2. Fuel weight @ 150 F 6.86 lbs./gal.
 - Fuel weight @ 45° F 6.44 lbs./gsl.
 Fuel weight @ 8° F 6.59 lbs./gsl.

Calculations:

A. LAC assumes temperature reduction from 60° F - 15° F: For 55.000 lb. onload.

$$\triangle Feel = \frac{6.55}{6.4}$$
 (55,000) - 55,000 = 1800 lbs.

For 60,000 lb. onload,

$$\triangle$$
Fuel = $\frac{6.55}{6.4}$ (60,000) - 60,000 = 1400 lbs.

B. For actual variation of 45° F - 8° F: For 55,000 lbs. onload.

$$\triangle$$
 Fuel = $\frac{6.59}{6.4}$ (55,000) - $\frac{6.44}{6.4}$ (55,000) = 1300 lbs.

OXCART SECRET

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Att. I to OXC-8490-65

For 60,000 lb. onload,

Fuel =
$$\frac{6.59}{6.4}$$
 (60,000) - $\frac{6.44}{6.4}$ (60,000) = 1400 lbs.

C. Range increment for + 1350 lbs. fuel:

25X1A

Basic data as follows used as base reference:

W - 119,700 Puel - 67,500 Reserve - 7500

Range - 2035 n.m. (less climb and descent)

W + 1350 - 121,050 Fuel - 68,850 Reserve - 7,500 Range - 2050 n.m.

> GECART SECRET

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WE WILL BE UNABLE TO OBTAIN A TITAN II FUEL TRUCK, THEREFORE IT WILL BE NECESSARY TO BUY AND INSTALL AN ALUMINUM TANK FOR THE PRE-COOLED FUEL TEST. TANK AND INSTALLATION COSTS VILL BE APPROXIMATELY 10,000 DOLLARS PLUS THE 53,000 DOLLARS FOR ECP 22-63. IF YOU THINK THE SMALL RANGE INCREASE WHICH MAY BE OBTAINED BY USING PRE-COOLED FUEL IS WORTH THE COST, PLEASE INFORM US SO THAT WE CAN TAKE ACTION TO OBTAIN THE ALUMINUM TANK.

END OF MESSAGE

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REF:

- 1. WE THINK PRE-COOLED FUEL (SPECIFIC WEIGHT 6.6 POUNDS PER GALLON) MAY INCREASE RANGE APPROXIMATELY 60 NAUTICAL MILES RATHER THAN 100 TO 120 AS INDICATED IN YOUR MESSAGE. OUR FIGURE IS BASED ON CARRYING THE ADDITIONAL 2,000 POUNDS OF FUEL FROM TAKEOFF TO END OF NORMAL CRUISE, RATHER THAN ADDING THE FUEL INCREASE AT THE END OF NORMAL CRUISE. WE THINK YOUR FIGURES MAY REPRESENT THE LATTER SITUATION. ADDITIONALLY, WE DO NOT KNOW HOW MUCH THE 2,000 POUND WEIGHT INCREASE WILL DEGRADE TRANSONIC ACCELERATION AND THEREBY THE EFFECTIVE RANGE INCREASE ATTRIBUTABLE TO PRE-COOLED FUEL. SINCE THE RANGE INCREASE WILL BE SMALL NO MATTER WHOSE FIGURES ARE USED, IT WILL BE NECESSARY TO PRE-COOL KC-135 TANKER OFF-LOAD FUEL IF THIS PROGRAM IS TO HAVE ANY OPERATIONAL SIGNIFICANCE.
- 2. WE AGREE THAT LAC'S PROPOSAL FOR PRE-COOLING FUEL (ECP 22-63) IS SATISFACTORY; HOWEVER, WE DO NOT WANT TO USE OUR UNDERGROUND STORAGE TANKS AS THEY SUGGEST. THIS PARTICULAR AREA IS NOW USED

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Approved For Release 2001/06/09: CIA-RDP69B00279R000160110001-2

TOP SECRET

25X1A

(IN 77365) PAGE TWO

FOR AIRCRAFT ENGINE CHECKOUTS AND IS OVER A MILE FROM OUR HANGAR.

WE ARE DETERMINING AVAILABILITY OF 15,000 GALLON TANKER TRAILER

VEHICLES USED TO FUEL TITAN II MISSILES. THESE VEHICLES WOULD

BE IDEALLY SUITED FOR OUR TEST SINCE THEY ARE INSULATED AND HAVE A

NITROGEN PURGE SYSTEM. IF WE CANNOT OBTAIN THESE VEHICLES, WE WILL

BUILD A SMALL STORAGE TANK (APPROX 20,000 GAL) ADJACENT TO OUR HANGARS.

WE RECOMMEND THAT YOU HAVE LAC PROCEED WITH CONSTRUCTION OF THE FUEL

COOLER (ECP 22-63) AND WE WILL CONNECT THESE UNITS TO OUR VEHICLE/

STORAGE TANK. WE RECOMMEND THAT LAC CONSTRUCT THE FUEL COOLERS SINCE

THEIR PRICE ESTIMATE IS LESS THAN OURS IF WE WERE TO CONSTRUCT THEM

25X1A

J. WE RECOMMEND THAT YOU CHECK WITH USAF AND DETERMINE WHETHER

FUEL TEMPERATURE INFORMATION IS AVAILABLE FOR KC-135 BODY TANKS. THIS

FUEL MUST REMAIN COLD UP TO OFF LOAD TIME IF WE ARE TO DERIVE ANY

BENEFIT FROM THIS PROGRAM. A SECOND APPROACH TO THE TANKER PROBLEM

COULD BE TO RE-EXAMINE USE OF KC-135 WING TANK FUEL FOR OFF-LOAD.

IN ANY EVENT, WE WOULD WANT TO CONDUCT KC-135 TESTS HERE TO DETERMINE

FUEL TEMPERATURE AT OFF LOAD TIME. THE MINIMUM TIME BETWEEN KC-135

PF-1 FUEL GROUND SERVICING TO OFF LOAD TIME VARIED BETWEEN ONE AND

ONE HALF HOURS TO FOUR AND ONE HALF HOURS FOR THE SKYLARK OPERATION.

WE THINK THESE TIME ESTIMATES ARE REASONABLE FOR ANY FORESEEABLE

OPERATIONAL COMMITMENT, THEREFORE THE FUEL MUST REMAIN COLD UP TO

TOP S E C R E T
Approved For Release 2001/06/09 : CIA-RDP69B00279R000100110001-2

TOP SECRET

25X1A

25X1A

(IN 77365) PAGE THREE

- 4. REFERENCE QUESTIONS IN PARAGRAPH 2 OF YOUR MESSAGE:
 - A. USE LAC CONSTRUCTED FUEL COOLERS ATTACHED TO OUR VEHICLE OR TANK TO PRE-COOL FUEL.
 - B. PRE-COOLED FUEL WOULD BE REQUIRED AT A-12 AND TANKER LOCATIONS AND IN SUFFICIENT QUANTITY TO SERVICE ALL AIRCRAFT IMMEDIATELY PRIOR TO FLIGHT.
 - C. LAC ECP 22-53 COST ESTIMATE IS 53,931 DOLLARS AND A 20,000 GALLON STORAGE TANK IS 10,000 DOLLARS. THE 10,000 DOLLAR EXPENDITURE WILL NOT BE NECESSARY IF WE ARE SUCCESSFUL IN OBTAINING THE TITAL II FUEL SERVICING VEHICLES.
- 5. LAC ESTIMATED 3 MONTHS FOR CONSTRUCTION OF THE FUEL COOLERS.

 25X1A THIS IS SUFFICIENT TIME FOR US TO SET UP A STORAGE TANK

 END OF MESSAGE

TOP SECRET

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- PRE-COOLING A-12 FUEL TO PLUS FIFTEEN DEGREES FARENHEI©T IN ORDER TO INCREASE SPECIFIC WEIGHT FROM 6.4 POUNDS PER GALLON TO 6.6 POUNDS PER GALLON. CURRENT ESTIMATES INDICATE THIS WOULD INCREASE RANGE FROM 100 TO 120 NAUTICAL MILES.
- 2. REQUEST YOUR INVESTIGATION AND COMMENTS AS TO BEST FRASIBLE SCHEME FOR PRE-COOLING A-12 FUEL IN ORDER TO TAKE ADVANTAGE OF ABOVE RANGE IMPROVEMENT. THIS SHOULD INCLUDE HOW IT SHOULD BE DONE; WHERE IT SHOULD BE DONE., E.G., PRIOR LOADING A-12?; AT TANKER BASE PRIOR LOADING TANKER?; STAGING FOR TANKER AND A-12?; HARDWARE LEAD TIMES AND COST INVOLVED FOR CAPABILITY TARGETED FOR MID-SUMMER.

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Approved For Release 2001/06/09 : CIA-RDP69B00279R000100142001-2 ***

December 2, 1964

To:

Leo Geary

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cc: Contracting Officer -

In response to your request for a price proposal for (1) Command Transmitter Systems for the JC-130 B airplanes and (2) for Recovery Parachute Systems, we submit the following:

It should be kept in mind that there are some unknowns related to these systems and we would propose to firm these prices up as soon as these unknowns can be determined.

- I Command Transmitter Systems JC-130 B's
 - A. Prototype Kit

\$7,000

This includes design, tooling, fabrication, assembly and installation of one kit in a JC-130 B at Edwards.

Note: The equipment costs are included in Item C below.

B. Provide 9 each Kits

\$14,000

This includes in-plant fabrication and assembly.

Note: Installation of these kits to be performed by the customer.

C. 10 Sets of Transmitters, Amplifiers, Coax Switches, Cabling, etc.

\$40,000

This includes the cost of qualification tests by the supplier. It is possible that these tests may not be necessary; therefore, the price would be reduced accordingly.

D. Provide 5 Sets (50% Spares) for Item C above.

\$12,500

Total Estimated Price

3,50C

E. Schedule: Approximately two weeks time span is required for us to tool for, mock-up, fabricate and assemble the prototype kit. We will require five days to install this prototype kit in a C-130 at Edwards.

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E. Schedule: (Cont'd)

It will require ninety days to obtain the transmitters and amplifiers; however, there is a spare transmitter and amplifier available which could be used for the prototype installation.

II Recovery Parachute Systems

STATINTL

- A. Procure 50 Parachutes, including reef cutters
- B. Provide 10 Test Hatches

This includes tooling, fabrication, assembly and packaging.

Total

STATINTL

Note: The above does not include AGE to handle the hatches. We assume that this is available.

C. Schedule: As of 10-21-64 we authorized our vendor to obtain long lead time material and parts for 50 parachutes and reef cutters. They will require approximately 30 days after go ahead to furnish the first chute and can deliver 2/week thereafter.

We can provide the first hatches in 90 days.

Sincerely,



STATINTL

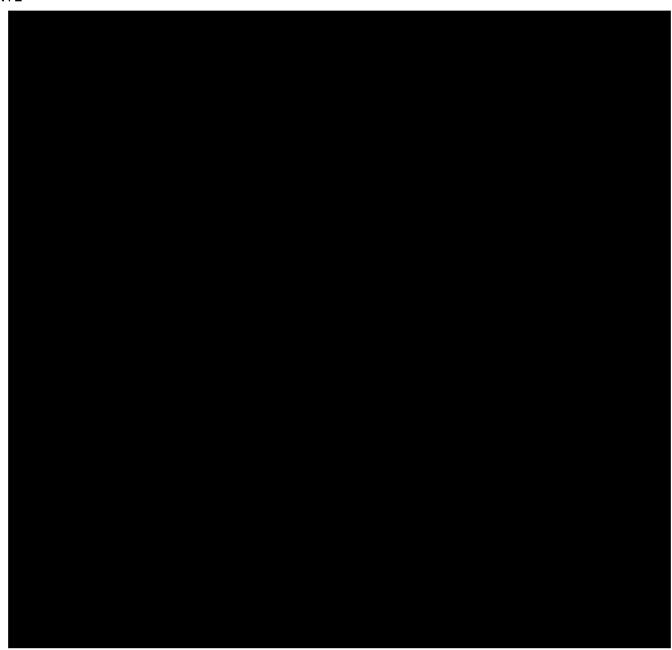
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REASON FOR PROPOSAL: The present fuel quantity was designed to be as light, simple and reliable as possible. This resulted in a single capacitance probe in each tank which is accurate for the deadyn cruise conditions, especially during letdown. During letdown the fuel durning the nose is down and the alternatical declerating. Under these conditions the probes can be completely uncovered, resulted in a single capacitance probe in each tank which is accurate for the deadyn cruise condition (i.e., 7% degrees nose up). We have received complaints from the pilots about the accuracy of the system during non design cruise conditions, especially during letdown. During letdown the fuel quantity is low cruise conditions, especially during letdown. During letdown the fuel quantity is low cruise conditions, especially during letdown. During letdown the fuel quantity is low cruise conditions, especially during letdown. Under these conditions the probes and pounds may regard. To carrect these conditions it is proposed that two probes be installed in each tank. The resultant fuel quantity system will be accurate over a range of 15 degrees nose up to 15 degrees nose down. There probes will have the came over all capacitance on the present suitoh so the present selector switch, fuel additive compensator and cabling need not be changed. See Page 2 ESIMATED COST AND TIME INVOLVED: ADDITIONAL FUNDING REQUIRED: DIP Budgetery Target Price Estimated of Rel. Propr. Costs ADDITIONAL FUNDING REQUIRED: DIP Budgetery Target Price Estimated Cost For KIT ADDITIONAL FUNDING REQUIRED: DIP Budgetery Target Price Estimated Total Propr. Costs ADDITIONAL FUNDING REQUIRED: STATINTI BEST. MAN/HRS. REGO. TO ACCOMPLISH CHANGE IN FIELD SOURCE OF PARTS FOR KIT Bervice Bulletin to be Written DISPOSITION OF SPARES AFFECTED Existing probes removed from Articles vill be sent to the Depot to back-up S/N 124	PA LIA	TITODE FUEL QUA	untry sy	STEM				
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can be completely uncovered, resulting in a zero quantity reaching and pounds may remain. To correct these conditions it is proposed that two probes be installed in each tenk. The resultant fuel quantity system will be accurate over 2 range of 15 degrees nose up to 15 degrees nose down. There probes will have the came overall capacitance as the present switch so the present selector switch, fuel additive compensator and cabling need not be changed. See Page 2 ESTIMATED COST AND TIME INVOLVED: ADDITIONAL FUNDING REQUIRED: See Page 2 ESTIMATED COST FOR KITS OR PARTS: ADDITIONAL FUNDING REQUIRED: See Page 2 ESTIMATED COST FOR KITS OR PARTS: ADDITIONAL FUNDING REQUIRED: See Page 2 ESTIMATED COST FOR KITS OR PARTS: ADDITIONAL FUNDING REQUIRED: See Page 2 ESTIMATED COST FOR KITS OR PARTS: ADDITIONAL FUNDING REQUIRED: See Page 2 ESTIMATED COST FOR KITS OR PARTS: ADDITIONAL FUNDING REQUIRED: See Page 2 ESTIMATED COST FOR KITS OR PARTS: ADDITIONAL FUNDING REQUIRED: See Page 2 ESTIMATED COST FOR KITS OR PARTS: ADDITIONAL FUNDING REQUIRED: See Page 2 ESTIMATED COST FOR KITS OR PARTS: BETT Budgetery Target Price Estimate of Rel.Propr. Costs Estimate Total Propr. Costs ESTIMATE Total Propr. Costs ESTIMATED TOTAL PROPRIED FAILED SAFETY MISSION PERFORM PROCEDURE CABLITY SUPPORT NAME: FOUR PARTY PROCEDURE CABLITY SUPPORT NAME: BETT MANUAL MANUAL MANUAL MANUAL PROCEDURE CABLITY SUPPORT NAME: BETT MANUAL PROCEDURE CABLITY SUPPORT NAME	and reliable as possible. which is accurate for the dreceived complaints from the cruise conditions, especial	This resulted 1 esign cruise co e pilots about ly during letdo	n a single ndition (the accur wn. Duri	i,e, i,e, acy o ng le	actions 72 degrate f the statement tages these	ees nose to ystem duri he fuel q condition	m). We ing non cantity as the	design is low,
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	Commission Parliation to he Work	tton	ļ					JAVO
INITIATED BY: Approved Far Release 2001/06/09 : CIA-PDR69B00279B000 #80156001-2	DISPOSITION OF SPARES AFFECTI	ED Existing pro	bes remov	red fr	om Artic	eles vill		t to

Approved For Release 2	001/06/09 : CIA-RI	D P69B00279 F	10001 001	10001-2		
LOCKHEED - CALIFORNIA COMPA	MY	PROPOSAL		l.A.C	22-43	
DATE 20 November 1964	AFFECTS:	ws	PO 🗌	PRO	DIECT [X
NAME OF MAJOR COMPONENT IFF	PART OR LOWEST	SUBASSEMBLY	,	PART NO. &	MODEL	OR TYPE
TITLE OF PROPOSAL: REPLACE AI	X-46 IFF WITH	WILCOX 914-)	AND I	ISTALL NEW	CONTROL	UNIT
A. Replace APX-46 IFF with ADP inlet control (ECP Tooling, and installating)	Wilcox 914-X : 22-48). This	in all A-12 includes the	aircraí	't being re	trofitte	ed with
B. Replace IFF control unidevelopment, fabrication	ts in all A-12 n and installat	aircraft.	This in	cludes all	design,	eraft.
We are proceeding with this work being accomplished is issued for 6 ships only to	ECP based upon based upon all	a approval o	f ECP 2	2-48. Pres	ent air F has b	plane een
REASON FOR PROPOSAL:		70		2-14		
 2. There is a smaller an ized version of the W 3. In addition, the Wild nically superior to t B. 1. The present control of slightly behind the plate the transponder both hands. (Continuos) 	ilcox 914-X. ox IFF is light he APX-46 (see onsists of two ilot. In a precontrol, and the	ter, has a lattached te (2) panels essure suit ne emergency	ower rechnical	curring co. comparison on the lem	st and in). ft hand iculty.	console
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CP ESTIMATED COST FOR KITS OF ADDITIONAL FUNDING REQU			196,	J.5 J	五岁	5
ITEMS AFFECTED BY PROPOSAL :			J.	ECF		, t
SAFETY MISSION PERFORM- OPERA PROCE	DURE CHANGE- WEIG	SHT OR TOOLS & SUPPORT ANCE EQUIPMENT	MAINTE NANCE PROCEDU	l Life (FLIGHT	MAINTE- MANUAL
EST. MAN/HRS. REQ'D. TO ACCOM	PLISH CHANGE IN	FIELD	- 			
SOURCE OF PARTS FOR KIT SERVICE BULLETINS TO BE WRI	TTEN	AVAILABILITY		_ WEEKS AFT	ER APPRO	VAL
DISPOSITION OF SPARES AFFECTED	· <u>····································</u>	1	·		OT ATIV	
APX-46 UNITS WILL BE RETURN	ED TO DEPOT FOR	,			STATIN	IL .
INITIATED BY: LAC Approved For Release 2	001/06/09 : CIA-RI	APPROVED : P69B00279F		- -1,0001-2		

PAGE 1 OF 2.

- B. 1. (Continued)
 The Pilot cannot adequately see the Coder Control to change codes in flight (required under emergency conditions).
 - 2. The new control panel incorporates all the necessary operating functions in a single unit. All codes can be set during pre-flight checkout and an emergency bar is provided so that the FAA Emergency Code is generated by actuating a switch. We have demonstrated our Engineering Model to the pilots and they have expressed their satisfaction.

STATINTL



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IFF TECHNICAL CHARACTERISTICS COMPARISON

		APX-46	Wilcox 914-X
1.	Form Factor	Exhibit WCIN 58-18	1/2 ATR (Short)
2.	Weight	25 lbs.	14 lbs.
3•	Power Requirements	70 watts 115 VAC 8 watts 275 VDC	45 watts @ 27.5 VDC
4.	Cooling	Convection and External Forced Air	Convection and External Forced Air
5•	Shock and Vibration	MIL-T-5422	MIL-T-5422
6.	Altitude	100,000 ft.	100,000 ft.
7.	Humidity	MIL-T-5422	MIL-T-5422
8.	Ambient Temperature	MIL-T-5400 Class I	MIL-T-5400 Class I
9•	R.F. Interference	MIL-I-26600	MIL-I-6181
10.	Receiver Frequency	1018.0 to 1042.0	1015.0 to 1055.0
11.	Receiver Frequency Control	Quartz Crystal	Quartz Crystal
12.	Receiver Bandwidth 3 db 6 db 40 db 60 db	Not Specified 7 mc min., 9 mc max. Not more than 28 mc Not more than 50 mc	6 mc minimum 7 mc min., 9 mc max. Not more than 28 mc Not more than 50 mc
.13.	Receiver Spurious	Greater than 35 db	Greater than 60 db
14.	Receiver Sensitivity	-75 dbm	-78 dbm
15.	High-Low Sensitivity Control	15 db range	40 db range
16.	Interrogation Modes	4 - Mode 1, Mode 2, Mode 3, Mode 4	5 - Mode 1, Mode 2, Mode 3, Mode 4, and Mode C
17.	Reply Codes Mode 1 Mode 2 Mode 3 Mode 4 Mode C	32 4096 64 Provided No provision	4096 4096 4096 Provided 4096

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		<u>APX-46</u>	Wilcox 914-X		
18.	Reply Capability	1% Duty Factor	1% Duty Factor		
19.	Transmitter	Tuned Cavity Resonator	Tuned Cavity Resonator		
20.	Transmitter Frequency	1080 to 1100 me	1078 to 1105 me		
	VSWR	Unknown	(a) Frequency change of less than 0.5 mc with 5:1 VSWR on transmission		
	Duty Factor	Unknown	(b) Frequency change of less than 1.2 mc from 0.1% duty factor to 1% duty factor		
21.	Self Test	Provided	Provided		
22.	Number of Transistors	120 (Non-Military approved)	80 (MIL approved)		
23.	Number of Vacuum Tubes	4	1 .		
24.	Transmitter MTBF	300 hrs.	1000 hrs.		
25.	Crystal Mixer Diode MTBF	300 hrs.	Indefinite - 1500 hrs.		
	a.,	10 db Grey Area	G O Ab Conser Asses		
26.	Side Lobe Suppression	to do drey Area	6- 9 db Grey Area		
25.			·		

CDB:bjr 9-10-64

Approved For Release 20 LOCKHEED-CALIFORNIA COMPANY	ENGINEERING STU	DY 🔲	0110001-2 LAC	22-66						
DATE	CHANGE PROPOSA									
DATE 27 October 1964	AFFECTS:	WSPO X								
NAME OF MAJOR COMPONENT	PART OR LOWEST SUBASS	EMBLY	PART NO. &	MODEL OR	TYPE					
TITLE OF PROPOSAL:	TITLE OF PROPOSAL: ALTERNATE STEERING SYSTEM FOR AF-12's									
NATURE OF PROPOSAL: This BCP covers the Engineering Design and the Fabrication of Kits required to provide an alternate steering system, utilizing the right hand hydraulic system, for all AF-12 and Aircraft. This job would require rework in the Nose Wheel Well, Main Wheel Well and the Forward Left Hand Missile Bay.										
REASON FOR PROPOSAL: Provide the Article self ste hydraulic pumps.	ering ability in case	e of loss of	left hand,	engine dr	iven,					
			23,0	(15)	Tura le					
ES ESTIMATED COST AND TIME										
ADDITIONAL FUNDING REQUIRED: ESTIMATED COST FOR KITS OR PARTS: ADDITIONAL FUNDING REQUIRED: Total Program Estimated Costs \$21,090 Related Program Estimated Costs \$21,090 Total Program Estimated Costs \$30,590										
ITEMS AFFECTED BY PROPOSAL :										
SAFETY MISSION PERFORM OPERA PROCE	TING INTER-CHANGE-CHANGE-ABILITY BALANCE	TOOLS & MAIN NAME OF THE PROCES	ICE LIFE	PLIGHT MAHUAL	MAINTE- MANCE MANUAL					
EST. MAN/HRS. REQ'D. TO ACCOM			·							
SOURCE OF PARTS FOR KIT	AVAI	LABILITY	WEEKS AF	TER APPRO	VAL					
SERVICE BULLETIN NO. 234 DISPOSITION OF SPARES AFFECTED										
NOT APPLICABLE INITIATED BY:		OVED: WSF	2	STATINTL						

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					CHANGE	PROPOSAL	الم	3				
,	DATE 20	October	1964		AFFECTS:		WSPO	XX	PR	OJECT		
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Approved For Release 2001/06/09 : CHEEN P6

ARC 50 SPARES AND AGE PROVISIONING SUMMARY

GENERAL NOTES:

- 1. Systems To Be Supported
 - a. KC-135 (AY)

23

- (1) 21 Tanker Aircraft
- (2) 1 Test Set MRL
- (3) 1 GRD Station Beale
- b. A-12 (BY)

12

- (1) 11 A-12 Aircraft
- (2) 1 Test Set MRL
- c. R-12 (BX)

31

- 6 R-12 Aircraft (HT 3664)
 25 R-12 Aircraft (HA 3666)
- d. Ground Station (GY)

7

- 2. KC-135 Spares Quantities Based On:
 - a. All original equipment has been modified to the AY configuration.
 - b. Five sets of ARC-23 being modified to AY configuration for use as spares. This leaves five additional sets of ARC-23 to be modified to AY configuration for additional tanker intellations.
- 3. A-12 Spares Quantities Based On:
 - a. All original equipment has been modified to BY configuration
- 4. R-12 Spares Quantities Reflect HT 3664 Procurement
- 5. The decision to conduct field maintenance at Beale to the modular level of parts replacement requires a re-review of AGE design and quantities. Therefore, a recap of AGE requirements is included in the attached summary.
- This revision reflects provisioning for support of the ARC 50 systems thru Contract HA 3666 as determined at a provisioning conference with the SPO and PSO held at ADP facilities on Januaryl 18-19, 1965. The list as published herein, differs from the entries made at the provisioning conference to the extent that the items described as "Kit-Ground Station AGE" and "Kit-Ground Station Spares" have been dropped from the list, with the equivalent assets being shown for the individual component line items

 [Issued January 18, 1965]

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Revised: January 25, 1965

Approved For Release 2001/06/09 : CIA-RDP69B00279R000100110001-2

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PART NO.	DESCRIPTION	J	KC	R	Ge .	Αĭ	AIL	:	ART		¥										
708660-8 61, 802	Transceiver				GS A	SPA	RES	SMR	QTY	OT LT	Bw	1 10	2777-0								
714218-802	Chassis	×				1	1	FS	1	. *	="	÷ =	3W3	BW4 E	3W5 E	W6 MF	L GS	MTU	TOTAL	TO BE	2
714295-801	Oscillator	x					4	DS	ì	3 6	y E				11				TOTAL	PROCE	JRED
714221-801, 802	Receiver	x	1.	x	x z	:	4	DS	1	2 6	4				4	*			11	0	
214222-801, 802	Programmer	x		x	x . 2	, ,	4	DS		2 16.		4	4	2	2			· .	. 4	0	
714223-801	Generator	x		x	x x		1	DS		2 6	4	1	4	2	2		4	5.124	16	12	
714224-801, 802	Modern	×		×	x x	a		DS ₃		2	4	£ .	4	2	2 78.		4 40.0	Maria e	. 16	12	
714016-801		x		×	x	4		DS		2 6	4	id in	4	2	2	- 18	1,4	1.14	16	12	
714220-801	Power Supply	×			×	* 4		DS		-2 70 1	2		ar in	2 4	2	100	4		16	12	نه درای
	Module-Range	×		ĸ	x x	54		DS .	1	2 6	2	eg. Zector					4		10	16	
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708796-801								ມຣ	1	2 6							4		4	4	
713953-801, 802	Translator	x				ш					-0						â,		0 **-	ò	
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713954-801, 802	Synthesizer	x	x	x	x	4			1	M 16. **	10	4		2 20			4		18	14	
713955-801	Multiplier	x	x	x	x	4			1 2	8	- 6	4	2				4		40	36	
713956-801, 802	Transmitter	x		x	x	•	L		1 2	8	6	4	2				4		19 5	15	
713952-801, 802	Recvr-Main	x	x	x	x	4	_	_	EF	(24) 3 (2)			_	12			4		28	24	
713951-801, 802	Converter	x	x	x	x	4	D		٠ - د	8	6	4	2	12							
713957-801, 802	Recvr-Guard	x	x	x	x	4	D		. 2	8	6	4	2				4		28	24	
713921-801		x	x	x	x	4	D	•	. 2	8	6	4	2	6			4		28	24	
	Chassis	x				4	DS	•	2	8	6	4	2				4		22	18	
709080-801						4	DS	1	2	8		-	2	12			4		28	24	
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or overhaul.			R ()	. 2725	-got to	be modi:	fied at	MDT			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								•	4	

or overhaul.

1			APP	LICAT (pproved Fo	r Release 200	1/06/09 : CJS	S heq	279	.000	MMENDI	DISTR	NOITÜBI	NATE OF	er Angrapasio	
					AVAIL	ART								TOTAL PR	OCURED
•	PART NO.	DESCRIPTION	KC	R GS A	SPARES		OT I	T B	WI BW3	BW4 BY	75 BW6	MRL GS	MIU.	4	4
	713965-804	Translator		x		FS 1			400	**	100	2.3		6	4
	713966-803	Chassis		x		DS 1					**	4		5	1
	713997-801	Relay		x	4	DS 1	*	R				4		5	1
	713996-801	Relay		x	4	DS REF	**	·					. *		
**	708824-801, 802	Translator		x			33		3	3 1 2 1	8			. 11	ø
-	708800-801	Amplifier	x		11			4			4			4	Ø
	713960-801	Chassis	x		4	20 -	2	4			7	4		. 4	Ø
	713958-801	Power Supply	x	x	4	DS 1	~ 2	4		1 4 5	z	4		4	Ø
	713959-801	Amplifier	x	x	4	DS 1	% 2 % 2	4		No. 2011		4		:4	ø
	708850-801	Control	×	x	4	DS 1	-	0					. 18.3	1	ۇ .
(100030							4		4021.04	5.			1 1	9
	713963-80/2	Amplifier		x		FS 1 ⋅	3	4		e 84.			and the second	0	•
	713964-802	Chassis		x		DS 1		2			2	4		4 🗆	9
	713992-802	Relay		x	4	DS 1 ₹					To the si	4	3	.4 7 7 €	9
	713993-801	Relay		x	4	DS 1		2			100	. 4		Sunter 4	. 4
	713994-801	Relay		x	4	DS 1		0	1.			4	•	4	93.4
	713995-801	Relay		x	4	DS 1	-			er		10.0			海 疫 第
	123773-002			# # # # # # # # # # # # # # # # # # #				- 400 ec	4.9				4 🕏 📜	25	5 %
	714004-801	Control-GRD. Sta.		x		FS 1		0				£ * =		* # E	1 T
	714005-801	Chassis		x,		DS 1	2		25, 75.00	HG :	J.,		4	5 5	194
	714686-801	Amplifier		x	4	∴ts ∴		- A 18		A 30 0 0	Marine and A		4	∑25 °	1
\mathbf{C}		Selector		x ()	4	DS 1	d 2	.6	Maria de la	AND AND				444	To Section
.,~,	713707-001			Sala Jana		*		- Mar	The seed of				1		- Aller
	3								, Myth	Contract Card	12				4
	708823-801,802	Panel-Transcvr.	×		15	DS 1	海 2	6	14			1 × × ×	27 July 188		
Ġ.	108923-001					100		4 3 17 18	NAME OF	3	3 1		1	2 16	4
	708827-801, 802	Panel-Transcvr.		x x	16	DS 1	1	6							
	70882 1-801, 802	Addice Transfer						(100000000000000000000000000000000000000				4	:20	7
	708662-801	Control-Transcvr.	×	x x	13	DS 1	2	6	4 4	and a second	0 "				
	708002-801	Ovacave - Lamberton				១៩	*			_	4 2		1	13	:7
		Control-Transcvr.		×	6	DS 2	3 2	6	4	. 2	4 4		-		
	708663-801	COMMITTE TIMESTA					. BF					,	4	17	ø
	708664-801	Indicator-Range	x	x x	17	DS 1	. 2	6	2 3		8		•		

^{**} Superceded by 709080-801

			Approved Eo	r Release 200	1/06/09 : GIA-RBF	69B00271	R000100	110001-2						
· ·	C	APPLIC	_					NE CALL	MENDED	DISTRIB	UTION			
PART NO.	DESCRIPTION	KČ R	GS A	AVAIL SPARES	ART SMR QTY	II II	BWL	BW3 BV	₩4 BW5	BW6 M	RL GS	MTU	TOTAL	TO BE PROCURED
708665-801	Indicator-Range	x		6	DS 1	2 6	2	4	6	1		1	14	8
708821-801	Panel-Translator	x		15	DS 1	1 8	3		12				ÍŠ	6
708825-801	Panel-Translator	x	x	16	DS 1	1 8	4	4 2	4	1		1 ,	16	Ø
708797-801	Control-Translator	x		11	DS 1	28	2		9	1 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	41	4	11	ø
708946-801	Control-Translator	x		6	DS 2	28	4	4	4	2		1	15	9
708829-801	Control-Translator		x x	2	DS 1	2 8	1	4			4		. 9	7
708831-801	Panel-AMP Cooler	x		15	DS 1		3	e y tu tur	12			Tarang	1510	
708977-801	Indicator-Frequ.			6	DS 2 6	2 8	3	2	4	2			12	1 6 · · ·
708822-801	Mount-Transcer.	x		, 5	DS 1	4	1	ener A	4		朝钟	p (3.5)	5	
708846-801	Mount-Transcer.		×	3	DS 1	4.	the or	2 / /					VN 3	
708820-801	Mount-Transltr.	*		5 .	DS 1	4.4	nii '		4				5	
708847-801	Mount-Transltr.		x	3	DS 1	4	1. 1.	, 2					3	
708830-801	Mount-Amplir.	x		5	DS i	4			4				5	
708805-801	Antenna	x		6	DS 1	2 4	2		4				6	
708803-801	Preamplifier			6	OBSOL	ŠTE								
708804-801	Inverter		x	13	DS 1	3 6	5	8					13	•
507908-801	Blower		x	13	DS 2	2 6	3	10				÷	13	•
713387-801	Board-Matrix		Approved Fo	r Release 200	1/06/09 : CIA-RDF	ETE 69B00279	9R000100	110001-2						

AB						(Appro	oved For Relea	se 2001/0	6/09∹ G[ÅÅ ART		279R000				- 923	77127	43.		TO BE	
•	PART NO.	DESCRIPTION	KC	R	GS	<u>A</u> -	SPARES	SMR	QTY OT	LT,	BW1 BW3	BW4	BW5	BW6 . M	IRL GS	MTU	TY TY	DTAL	PROCUREI	<u>.</u>
	713388-801	Board-Matrix					55		OBSOLE		i ka		٠.	a dia		***				
1.	708956-802,803	Ground Station	x	×	x	x	7	FS		8	1		₹,		4			5	0 ,	
	713976-801	Power Supply pwr. Distr.			×		4	DS	1 3	4					4			4	0	
	712997-806	Attenuator-pwr. Distr.			x		4	DS	1 3	4					4			4	0	
	714824-801	Filter-Relay			x		4	v	1	3					4			4		
*	708810-801	Tester-Transmitter	x	x	x	x	8	FS	š	6	4	2	3				÷	9	1	
r" *	708806-802	Test-Set-Translator	×	x		x	12	FS	*	6	5	3	4		-			12	0	
	708807-802	Test Set-Transcwr.					7		OBSOLE	Œ.										
**	715094-801	Test Set-Transcvr.	×	x		×		FS	-1	8	4	2	4		4 80 yang	Maria Na		¼ /0	1/10	
*	708809-802	Test Set-Translator	×	x	x	×	10	FS	***	8	3	1	3	***	4		40	11 7 m	•	
***	* 708808 - 802	Test Set-Transcvr.	x	×	×	x	9	FS	<i>*</i> !	4	3	1	2		4			10	1	
***	* 715093-801	Test Set-Transcvr.	x	x	×	x		FS	20	8		idi. Kabupatèn						Ü)	
	708928-801 708936-802,693 709088-801	Test Set-Elec. Cable of American Meter-Transcor. Te	25	x	×	x z	2 6	FS DS		4	, 1 4 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	€	2		4			8 6 ::	0	3

* Includes HA 3666 quantities ** Replaces 708807-802 *** (1) Includes HA 3666 quantities.

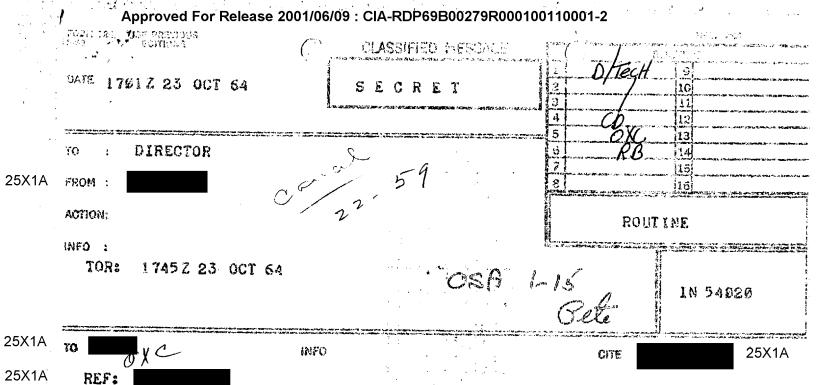
(2) Requires several items of commercial jest equipment not shown in this list.

(3) Propose procurement of 715093-801.

(4) Replaces 708670-801

**** Packages 708808-802 and commercial test equip.

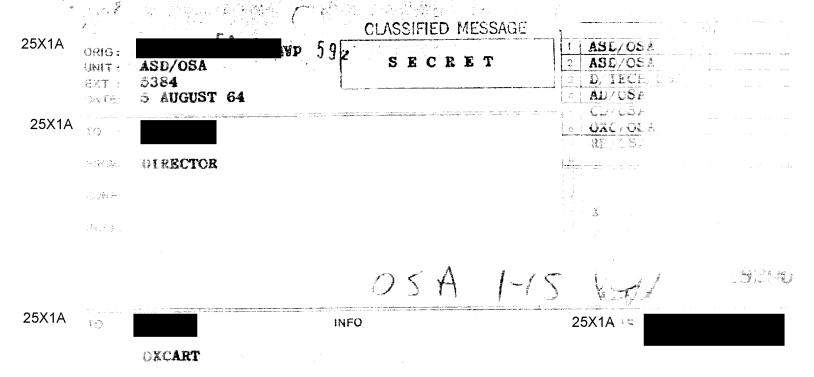
T ONE TOTAL	THE PERSON ASSESSED A SECRETARIAN ASSESSED AS	17.	ENGII	NEERING	3,001	ا لس	7 0 0		
LACKITER	ed-California compa	14 .7 .	CHAN	NGE PROP	OSAL [X	LAC	22-65	
DATE 30	OCTOBER 1964		AFFE	CTS:	WSP	o 🛚	PR	OJECT []
	DF MAJOR COMPONENT C-50 AY	PART	T OR LOV	WEST SUB	ASSEMBLY		PART NO.	& MODEL	OR TYPE
TITLE OF	F PROPOSAL :	TENI YA	ALLATIO	N KITS	FOR FIVE	KC-135	t _s		
NATURE	OF PROPOSAL:								· - · · · · · · · · · · · · · · · · · ·
into fi	CP provides the Kitalive (5) additional I	KC-135 S	Tankers	. The l	Kits will	incor	porate ch	anges pro	eviousl;
	FOR PROPOSAL:		Tierantinasamanyow		·				
This EC	P is in accordance	with or	ur HX '	s 1780 a	and lette:	r Dick	to Temp,	dated	STA
Chis EC	·	with or	ur TWX' upon no	s 1730 a	and lette ion of te	r Dick chnica	to Temp, l approva	dated 1.	STA
This EC 30 Octo	P is in accordance	with or start	upon no	s 1780 s tificat	and lette ion of te	r Dick	to Temp, l approva	dated	STA
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QUICK REMOVAL OF AF-262 INS BAY HATCH

- WE ESTIMATE REMOVAL TIME OF PRESENT CONFIGURATION IS TWELVE MINUTES USING TWO MEN.
- USE OF LATCHING DEVICE SINILAR TO EQUIPMENT BAY IS IMPRACTICAL. TO ALLOW ROOM FOR LATCHES AND EXTRA THICKNESS OF DOOR WE WOULD HAVE TO COMPLETELY REDESIGN THE BAY.
- THE APPROACH OF USING CAN LOC TYPE FASTENERS IS NOT POSSIBLE AS 3. THEY WILL NOT CARRY SHEAR LOAD.
- ONLY REASONABLE APPROACH WOULD BE TO USE NEW CALFAX TYPE FASTENERS. THIS WOULD REDUCE REMOVAL TIME TO APPROXIMATELY SIX MINUTES USING TWO MEN. THIS IS ALSO DIFFICULT JOB REQUIRING ADDITION OF STRUCTURAL ANGLES, REMOVAL OF ALL PLATE NUTS AND EXTENSIVE MACHINING TO ALLOW INSTALLATION OF STUDS AND RECEPTICALS. IN ORDER TO DO THIS WORK WE WOULD HAVE TO REMOVE THE EQUIPMENT FROM BAY AS WELL AS INSULATION ON BULKHEADS AND LONGERONS.
 - WE DO NOT RECOMMEND THIS JOB. 5.
 - PLEASE ADVISE IF YOU STILL WEATHER FOR END OF MESSAGL SECR

Approved For Release 2001/06/09: CIA-RDP69B00279R000100110001-2



PLS SUBMIT ECP FOR INS HATCH REMOVAL TECHNIQUE STRILLS TO SYSTEM USED FOR Q-BAY HATCH. ULTIMATE OBJECTIVE TO RECOUR REMOVAL TIME OF INS.

END OF MESSAGE

COORD:

25X1A

ASD/OSA

THE PASSAGE OF PROCEE

COORDINATING OFFICERS

SKCRET

LOCKHEED - CALIFORNIA COMPA	MY	RING STUDY		1001100) (2	2 - 58		
DATE 30 September 1964	AFFECTS	:	WSPO	\mathbf{x}	PROJE	ст [<u>x</u>	
NAME OF MAJOR COMPONENT	PART OR LOWE	ST SUBASSEM	NBLY	PARI	NO. & A	AODEL	OR TY	PE
OIL PRESSURE TRANSMITTER								
TITLE OF PROPOSAL : REPLACE BE	NDIX OIL PRES	BURE TRANS	MITTER	IA HIIW	RESEARCE	TEAN	LT EVE	ER
NATURE OF PROPOSAL:				673		1	T . 24 .	10 t 0 T
PHASE I Design and manufo	cture of a Pro	ototype Ci	l Press	ure Ira	nsmitter	and	TUUIC	auor •
PHASE II Design, Developme and Indicator.	ent and Toolin	g Required	for Fr	odustio	n Type T	lransm	dttei	
Manufacture of The all A-12 and AF-1	ransmitters, I 12 airplanes.	ndicator a	nd Airp	lane Mo	dificati	ion Ki	ts or	· .
Installation of a	above Kits wil	l be accom	plished	under	Contract	ts FT-	21 a	nd SC
We are proceeding with PHAS				•				
A separate ECP will be sub	mitted for the	e R-12 requ	uiremen		ents haven, same TATINTL	المن المن المن المن المن المن المن المن	ر کر آ	 1
A separate ECP will be sub	mitted for the	e R-12 requ	uiremen ¹		approv		32	5
	mitted for the	R-12 requ	uiremen ¹	10,6	Opproved the	we for	J2	5
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DATE 2	4 October 1964		AFFECTS:	W	SPO	PRO	JECT X]
NAME C Fuel	OF MAJOR COMPONENT Tanks	PART OR	LOWEST S	UBASSEMBL'	(P.	ART NO. &	MODEL C	R TYPE
TITLE OF	PROPOSAL: FUEL MANAC	EMENT RE	VISION					
This the fall A	OF PROPOSAL: ECP covers the engine uel tank sequencing o -12's except #124 (1 e proceeding with thi	of tanks 2 ships)	#3 and #4					
REASON	FOR PROPOSAL:							
This resul	FOR PROPOSAL: ECP will result in to t, the C.G. of the an e cruise condition. eater range.	ticle wi	ll be mov	ed furthe	r aft for	a greate	r portion	on Ls
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DATE: 1	8 Aug 1964	a signification in the safety colors in the safety of the safety colors and the safety of the safety		1	MO		112		
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- * FIRM TARGET AND CEILING PRICE
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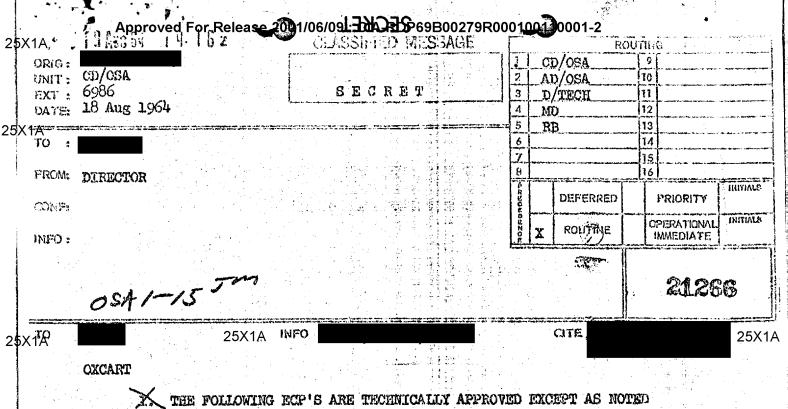
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THE FOLLOWING ECP'S ARE TECHNICALLY APPROVED EXCEPT AS NOTED BELOW.

22-6-1* 22-31** 22-7-1* 22-32** 22-27** 22-48**

A. ECP 22-6-1 INCLUDES MODIFYING 26 "A" UNITS IN A-12'S, 24 "B" UNITS IN KC-135'S AND THE EQUIVALENT OF 5 UNITS FROM SPARES. SUGGEST FIRST SENTENCE BE REMORDED AS FOLLOWS:

"THIS ECP INCLUDES THE EFFORT REQUIRED TO MODILY ALL OF THE AIRBORNE ARC-50 EQUIPMENT AND COMPONENTS, POTH A-12 AND KC-135, TO THE "Y" CONFIGURATION."

B. ECP 22-32 - BECAUSE OF THE SHORTCOMINGS OF THE FIREWARNING SYSTEM NOW BEING USED ON THE A-12, NUMEROUS FREMATURELY ABORTED FLIGHTS AND UNNECESSARY ENGINE REMOVALS WERE INCURRED. THE RESPONSIBILITY FOR THESE ABORTS AND REMOVALS WOULD AFFEAR TO LIE WITH YOU WHO, IN THE FINAL ANALYSIS, ARE OBLIGATED TO PROVIDE:

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- * FIRM TARGET AND CEILING PRICE
- ** BUDGET ESTIMATES

END OF MESSAGE

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POTENTIAL OVERRUN.

- A. BASED ON OUR ABILITY TO ACCELERATE PRODUCTION SCHEDULES FOR R-12 HARDWARE CURRENTLY ON ORDER AT OUR MAJOR VENDORS, WE WOULD PLAN TO DIVERT ALTERNATE SETS OF THE A-12 PROGRAM AND AIM TO COMPLETE THE FIRST CONVERSION, PROBABLY 121, BY OCTOBER. ALL RETROFITS COULD NOT BE COMPLETED BEFORE NEXT SPRING.
- 5. THE ADP COMPUTER MUST INSTALL IN THE SPACE NOW OCCUPIED BY THE APX-46 IFF. NO OTHER EQUIVALENT SPACE REMAINS IN THE A-12 FOR IFF UNLESS A SMALLER SYSTEM CAN BE FOUND. WE ARE NOW INVESTIGATING THIS. COST OF A NEW IFF IS NOT INCLUDED IN PARAGRAPH 1.

END OF MESSAGE